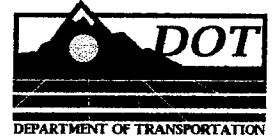


STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Environmental Programs, Project Development Branch
4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9259



November 8, 2001

Ms. Deon Wolfenbarger
Preservation Planner
Boulder Landmark Preservation Advisory Board
1739 Broadway, Third Floor
Boulder, CO 80306-0791

SUBJECT: Boulder Reconstruction Project 070363.400.4.0212

Dear Ms. Wolfenbarger:

As a Certified Local Government, the Colorado Department of Transportation officially requests your review and comments on eligibility status, alternatives and potential impacts to historic resources from the Broadway Reconstruction project in Boulder. We understand that you are following this process with interest and that the consultants and city staff involved with this project have been to three of your meetings to provide information and obtain your input.

The planned improvements include the reconstruction of Broadway with concrete pavement from University Ave. to Pine St., the reconstruction of the Broadway bridge at Boulder Creek, modification of the flood channel in the immediate area of the bridge, reconstruction of the multi-use path under Broadway, improvement of the existing bus stops and other streetscape elements, and the addition of landscaping. This project continues the reconstruction of Broadway extending from Regent Street to University Avenue that was constructed by the city in the early 1990's.

The reconstruction of Broadway will occur on the same alignment, and the Broadway Bridge will be replaced with a new structure, also on exactly the same road alignment. The design of the new bridge will present a similar arching girder concept, but it will clear span the entire channel. Although the final design of the bridge will have three spans total, the two shorter, outside spans will be hidden underground, to be used for future flood control measures. The center span across the creek and path will appear to be a single span. The north pier of the span across the creek and path would move approximately 35-45 feet to the north due to the longer span and slightly modified skew of the bridge. The Boulder Creek Path would then move up against the north pier. Construction phasing calls for one half of the bridge to be torn down and reconstructed while the other half remains open for traffic, with one lane in each direction.

The irrigation dam will be reconstructed so that the irrigation structures will function as they do presently, without any modifications. The new dam will be constructed of reinforced concrete replicating the same graceful curves on the existing dam. It will connect to the headgate in nearly the same location as the existing dam and the top of the dam will be at the same elevation. Included herewith is a packet of materials that describe the project to aid in your review. The project description material included with this submittal includes:

- General Roadway Plans – University Ave. to Pine St.
- Broadway Bridge Materials
 - General Roadway Plans
 - Attachment A – Analysis of the Bridge Alternatives for the Broadway Bridge over Boulder Creek
 - Attachment B – Technical Memo on Bridge Rehabilitation Alternative

The entire project corridor was inventoried and studied to identify historic resources. Most of the applicable properties had been surveyed previously. The historic resources survey for this project assessed three buildings, the Boulder streetcar tracks and two irrigation structures, and also reassessed the Broadway Bridge. The locations of the surveyed properties are shown in Figure 3. The following table lists those properties by site number and location, and also provides CDOT'S determination of eligibility and effect.

Site #	Name / Location	CDOT Determination of Eligibility for National Register	CDOT Determination of Effect
5BL8910	Dominos Pizza / Beale Fine Arts 1622 Broadway	Not Eligible	No effect
5BL8911	Massage Specialists Wellness Ctr 1640 Broadway	Not Eligible	No effect
5BL8912	First National Bank of Colorado 2120 – 2124 Broadway	Not Eligible	No effect
5BL8937	Boulder Streetcar Tracks Along Broadway from Pine St. to University Ave.	Eligible	No adverse effect
5BL859.39	Ditch Headgate Boulder Cr. just east of Broadway	Eligible	No effect
5BL859.40	Diversion Dam for Ditch Boulder Cr. just east of Broadway	Not Eligible	No adverse effect
5BL6062	Broadway Bridge Broadway at Boulder Creek	Eligible	Adverse effect

Three of these seven sites are of historic interest and considered eligible for listing on the National Register of Historic Places. The first of these properties is the Boulder Streetcar Tracks (5BL8937), which are significant because streetcars played a significant role in the early transportation development in Boulder County, providing efficient, economical transportation from 1899 until 1931. The next is the ditch headgate (5BL859.39) off Boulder Creek just east of the Broadway Bridge. It is significant for its association with Frederick Law Olmsted, Jr. The last potentially eligible property is the Broadway Bridge (5BL6062) itself. As an important transportation link and a well-preserved, uncommon example of municipal landscape planning, the Broadway Bridge is eligible for listing in the National Register under Criterion A. The Boulder Streetcar tracks, the diversion dam and the Broadway Bridge will be directly impacted by this project.

The Boulder Streetcar tracks located in Broadway will be removed as the street is reconstructed. In some areas of the streetcar system, the tracks have been torn up due to various street improvement projects throughout the years. However, there are many segments of the system that are still intact, embedded in the substructure of the street and covered by pavement. This particular segment (University Ave. to Pine

St.) constitutes about 11% of the former streetcar system. Portions of this segment have already been altered and taken out from construction projects near the Pearl St. Mall and Canyon Blvd. There are other segments of the streetcar system that have seen fewer disturbances, such as the portions on College Ave. and 9th St. Because the tracks in those other segments are more intact and this project area has already seen some removal of the tracks, we feel that removal of the tracks in this segment would not be an adverse effect.

There will be no impact to the headgate, but the diversion dam will be removed and reconstructed due to its deteriorating structural condition. However, the diversion dam was determined not NRHP eligible due to the fact that half of the dam was removed in 1986 for the Boulder Creek path construction and related improvements in Boulder Creek.

The Boulder Bridge will be removed and reconstructed for this project. The light pilasters removed from the bridge will be saved for possible display within Central Park. The options of rehabilitation or reuse of the existing bridge were studied in detail; Attachments A and B provide an explanation of the other options and why they were not feasible alternatives. Removal of the existing historic bridge and reconstruction would be an adverse effect.

The other properties surveyed for this project were commercial buildings. All three of these commercial buildings, the Dominos Pizza/Beale Fine Arts building (5BL8910), the Massage Specialists Wellness Center building (5BL8911), and the First National Bank of Colorado (5BL8912), are not eligible for the NRHP because they have little architectural or historic significance in the history of commercial development along Broadway. None of these buildings will be impacted by this project. The inventory forms for these properties are included along with the survey report.

As outlined previously, there has been a great deal of previous survey work completed in the study area. The following table lists the previously surveyed historic properties and provides National Register eligibility and the CDOT determination of effect. There will be no effect to any of the previously inventoried historic properties on this list.

Site #	Name / Location	Eligibility	CDOT Determination of Effect
5BL3745	CU Inst. of Behavioral Sci., Bldg 1 1416 Broadway	Eligible District	No effect
5BL8673	CU Inst. of Behavioral Sci., Bldg 3 1424 Broadway	Eligible District	No effect
5BL3751	CU Inst. of Behavioral Sci., Bldg 4 1220 Grandview	Eligible District	No effect
5BL3746	Native American Rights Fund 1506 Broadway	Eligible District	No effect
5BL3747	National Indian Law Library 1522 Broadway	Eligible District	No effect
5BL3748	CU Inst. of Behavioral Sci., Bldg 2 1546 Broadway	Eligible District	No effect
5BL875	Marine and Broadway Power Station , 1590 Broadway	NRHP	No effect
5BL7292	Locomotive Engine Number 30	SRHP	No effect

5BL7293	Coach	SRHP	No effect
5BL7294	Caboose	SRHP	No effect
5BL5680	Boulder Bandshell in Central Park	Boulder Landmark	No effect
5BL240.30	Voegtli Building 1147 Pearl	NR District	No effect
5BL240.7	Boettcher – Valentine Building 1148 Pearl	NR District	No effect
5BL240.31	Mercantile Bank 1201 Pearl	NR District	No effect
5BL240.8	First National Bank 1200 Pearl	NR District	No effect
5BL240.108	Double Eagle Restaurant 2018 Broadway	NR District	No effect
5BL240.91	Knitwit 2017-2025 Broadway	NR District	No effect
5BL240.106	Shades 2027-2035 Broadway	NR District	No effect
5BL240.107	Jila Design / Aria 2041-2043 Broadway	NR District	No effect
5BL240.79	Willard Building 2045-2049 Broadway	NR District	No effect
5BL240.92	John Atencio Jewelry 2098 Broadway	NR District	No effect
5BL572	First Congregational Church 1128 Pine St.	Boulder Landmark	No effect
	Downtown Local Historic District	NR District	No effect
	Grandview Terrace Historic District	Eligible NR District	No effect

In addition, there are seventeen previously surveyed properties that have only had field determinations of eligibility and which require official determinations from the State Historic Preservation Officer (SHPO). Those properties are listed in the following table. For most of these properties, we agree with the field assessments. However, there are two properties where we differ in our assessments. The Alfalfa's property now occupies what used to be two separate buildings, 5BL4677 and 5BL4678, and there were numerous alterations made to the buildings when they were merged into one. A survey form prepared in 1986 assessed the property as not eligible; a later one in 2000 assessed it as eligible. We agree with the earlier assessment of not eligible for the NRHP due to the alterations. However, this property has merit as a potential future Boulder Landmark.

The property at 1724 Broadway (5BL1129) was assessed as not eligible in 1986 due to a modern addition of a sun room on the second floor of the south side of the building. Although there have been additions to the building over time, this building is significant due to historical associations. It was constructed specifically as a photo studio and lab and served in that function for nearly 70 years. It was designated as a Boulder Structure of Merit on April 2, 1997.

Adjacent to north side of the building at 1724 Broadway, there is a patio that was designed by noted Boulder architect Charles Haertling. This patio is not a part of the property at 1724 Broadway, as it was

built in 1976 on property owned by the City of Boulder. It was not assessed for historic potential for the present undertaking since it is only 25 years old. During construction, there will be temporary short-term impacts to the patio.

During the development process for this project, consideration was given to the concept of a cultural landscape including Central Park and the land around the Boulder Municipal building. Such a consideration appears to have some merit, but the physical, historical and botanical analyses to support this designation have not been completed. The National Park Service's Preservation Brief #36, "Protecting Cultural Landscapes," suggests that a Cultural Landscape Report be prepared before determining the eligibility of a proposed cultural landscape. Such a report is intended to document the history, integrity, significance, and treatment of the cultural landscape. Recognizing the complexity of this analysis, Preservation Brief #36 suggests that National Register forms may be amended "to include more complete descriptions of historic properties that have significant land areas and landscape features." This type of extensive research and planning lies beyond the scope of what is considered reasonable for assessing the impacts of a transportation project. Since both Central Park and the Municipal Building are considered field eligible, they will be afforded protection under Sections 106 and 4(f).

There will be temporary impacts to Central Park (5BL6063), adjacent to the Broadway Bridge. Central Park will incur mostly temporary and some minor permanent changes. The bridge width will remain the same and not expand into the park. However, an approximate 20-foot zone around the bridge will be subject to temporary impacts during construction, including portions of the city-owned patio between the creek and the building at 1724 Broadway on the east side of the road. The path and bridge reconstruction will require the removal of three trees and some shrubbery located in the area between the current bike path and the connecting path that proceeds up to street grade. The bridge reconstruction will also require the removal of one of the five Locust trees (the one closest to the bridge) that line the east side of Broadway between the bridge and Canyon Boulevard.

The bus stop currently located in front of the patio on the southeast corner of the bridge will be relocated to the north end of the bridge, approximately 235 feet to the north. This new bus stop will include benches, a shelter, and bike racks on a paved area. Between Canyon Boulevard and the path that connects to the creek path, the sidewalk will remain in the same location as it is now, but will be narrowed to 10 feet to provide a larger tree lawn adjacent to the mature trees along Broadway. Plans include the planting of new additional trees on the east side of the sidewalk in this area. At the bus stop, the paving will cover the area between the sidewalk and the street edge and the bike racks will be on paving that extends eastward towards the park. Therefore, there will be a total of four trees removed from Central Park. The net amount of land converted from recreation to transportation use with these changes will be 1300 square feet, or .029 acre. This amount is approximately one percent of the total area of Central Park's 3.209 acres. It is our opinion this would not be an adverse effect.

There will also be some temporary and permanent minor impacts to the Civic Center area, located on the west side of Broadway containing the Municipal Building (5BL6039). Again, there will be an approximate 20-foot zone around the bridge that will be subject to temporary construction impacts. This will require the removal of the shrubbery and three trees total at the northwest corner of the current bridge, including one of the four Locust trees lining the west side of Broadway.

The sidewalk on the west side of Broadway will be moved from its current attached configuration along the street edge to the west side of the Locust trees aligned along the edge of the park, 25 feet back from the street and closer to the Municipal Building. This sidewalk realignment would create a detached sidewalk in this area (consistent with the Civic Center Master Plan proposals) and the location has been

coordinated with the City of Boulder Forestry staff. None of the present trees will be affected along this new sidewalk, and new additional trees will be planted along the building side of the sidewalk. Benches may be placed along the sidewalk as well. The current bus stop will be replaced and improved with a new bus stop, 75 feet to the north of its current location. The bus stop will include benches, a shelter,

**PREVIOUSLY INVENTORIED PROPERTIES IN THE STUDY AREA THAT REQUIRE
OFFICIAL DETERMINATION OF ELIGIBILITY**

Site #	Name / Location	CDOT Determination of Eligibility	CDOT Determination of Effect
5BL2907	Chinook Clubhouse 1441 Broadway	Not Eligible	No effect
5BL2908	House 1453 Broadway	Not Eligible	No effect
5BL2909	House 1501 Broadway	Not Eligible	No effect
5BL2910	House 1511 Broadway	Not Eligible	No effect
5BL2911	K L Realty 1531 Broadway	Not Eligible	No effect
5BL3749	Siam Café & Sushi 1600 Broadway	Not Eligible	No effect
5BL4677 5BL4678	Alfalfa's 1645-1651 Broadway (Public Service Building) 1655 Broadway (Safeway Building)	Not Eligible	No effect
5BL6038	Rainbow Cleaners Alexander's Mexican Food 1650 Broadway	Not Eligible	No effect
5BL1129	1724 Broadway 32 Restaurant and Bar (Yocum's Photographic Studio)	Eligible	No effect
5BL6062	Broadway Bridge	Eligible	Adverse effect
5BL6063	Central Park	Eligible	No adverse effect
5BL859	Boulder and White Rock Ditch	Eligible	No effect
5BL5680	Boulder Bandshell Central Park	Eligible	No effect
5BL6039	Boulder Municipal Building 1777 Broadway	Eligible	No adverse effect
5BL572	First Congregational Church 1128 Pine St.	Eligible	No effect
5BL1137	Trinity Lutheran Church 2200 Broadway	Not Eligible	No effect
5BL6040	Boulder Masonic Temple 2205 Broadway	Eligible	No effect

bike racks and a large planted area. The net amount of land converted from recreation to transportation use with these changes will be 1980 square feet, or .045 acre. This amount is approximately seven-tenths of one per cent of the total area of 6.295 acre of the Civic Center parcel, which includes the Boulder Municipal Building. It is our opinion this would not be an adverse effect.

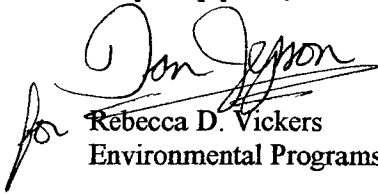
We request your review of this material and your comments regarding impacts to historic properties. Please send your completed review comments within 21 days to:

Ms. Georgianna Contiguglia
State Historic Preservation Officer
Colorado Historical Society
1300 Broadway
Denver, CO 80203

The environmental study of the Broadway Reconstruction project in Boulder and this historic resources survey report is being sponsored by CDOT and the City of Boulder and has been prepared to meet the requirements for compliance with the State Register Act, Article 80.1, Register of Historic Places and for compliance with Section 106 of the National Historic Preservation Act (as amended) and the Advisory Council on Historic Preservation's regulations.

Thank you in advance for your prompt attention to this matter. If you have questions or require additional information, please contact CDOT Staff Historian Lisa Schoch at (303)512-4258.

Very truly yours,



Rebecca D. Vickers
Environmental Programs Manager

cc: Bob Sadighian, CDOT Region 4
Alex May - City of Boulder
George Tsiouvaras - Carter Burgess
Gina McAfee - Carter Burgess

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
Environmental Programs
4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9259



Concur line

November 8, 2001

RECEIVED

NOV 14 2001

Ms. Georgianna Contiguglia
State Historic Preservation Officer
Colorado Historical Society
1300 Broadway
Denver, CO 80203

CHS/OAHP

SUBJECT: Broadway Reconstruction Project 070363.400.4.0212

Dear Ms. Contiguglia:

This letter and the attached Survey Report constitute the request for concurrence with our Determination of Eligibility and Effects for the Broadway Reconstruction project in the City of Boulder, Colorado. For the location of the project area, see Figures 1 and 2 in the enclosed report.

The planned improvements include the reconstruction of Broadway (Colorado State Highway 93) with concrete pavement from University Ave. to Pine St., the reconstruction of the Broadway bridge at Boulder Creek, modification of the flood channel in the immediate area of the bridge, reconstruction of the multi-use path under Broadway, improvement of the existing bus stops and other streetscape elements, and the addition of landscaping. This project continues the reconstruction of Broadway extending from Regent St. to University Ave. that was constructed by the city in the early 1990's.

The reconstruction of Broadway will occur on the same alignment, and the Broadway Bridge will be replaced with a new structure, also on exactly the same road alignment. The design of the new bridge will present a similar arching girder concept, but it will clear span the entire channel. Although the final design of the bridge will have three spans total, the two shorter, outside spans will be hidden underground, to be used for future flood control measures. The center span across the creek and path will appear to be a single span. The north pier of the span across the creek and path would move approximately 35-45 feet to the north due to the longer span and slightly modified skew of the bridge. The Boulder Creek Path would then move up against the north pier. Construction phasing calls for one half of the bridge to be torn down and reconstructed while the other half remains open for traffic, with one lane in each direction.

The irrigation dam will be reconstructed so that the irrigation structures will function as they do presently, without any modifications. The new dam will be constructed of reinforced concrete replicating the same graceful curves on the existing dam. It will connect to the headgate in nearly the same location as the existing dam and the top of the dam will be at the same elevation. Included herewith is a packet of materials that describe the project to aid in your review. The project description material included with this submittal includes:

- General Roadway Plans – University Ave. to Pine St.
- Broadway Bridge Materials
 - General Roadway Plans
 - Attachment A – Analysis of the Bridge Alternatives for the Broadway Bridge over Boulder Creek

Post-It® Fax Note	7671	Date	11/25/02	# of pages	3
To	LISA SCHUCH	From	Joe Soldo		
Co./Dept.	CDOT	Co.	CHS/OAHP		

• Attachment B – Technical Memo on Bridge Rehabilitation Alternative

The entire project corridor was inventoried and studied to identify historic resources. Most of the applicable properties had been surveyed previously. The historic resources survey for this project assessed three buildings, the Boulder streetcar tracks and two irrigation structures, and also reassessed the Broadway Bridge. The locations of the surveyed properties are shown in Figure 3. The following table lists those properties by site number and location, and also provides CDOT'S determination of eligibility and effect.

Site #	Name / Location	CDOT Determination of Eligibility for National Register	CDOT Determination of Effect
5BL8910	Dominos Pizza / Beale Fine Arts 1622 Broadway	Not Eligible	No effect
5BL8911	Massage Specialists Wellness Ctr 1640 Broadway	Not Eligible	No effect
5BL8912	First National Bank of Colorado 2120 – 2124 Broadway	Not Eligible	No effect
5BL8937	Boulder Streetcar Tracks Along Broadway from Pine St. to University Ave.	Eligible	No adverse effect
5BL859.39	Ditch Headgate Boulder Cr. just east of Broadway	Eligible	No effect
5BL859.40	Diversion Dam for Ditch Boulder Cr. just east of Broadway	Not Eligible	No adverse effect
5BL6062	Broadway Bridge Broadway at Boulder Creek	Eligible	Adverse effect

Three of these seven sites are of historic interest and considered eligible for listing on the National Register of Historic Places. The first of these properties is the Boulder Streetcar Tracks (5BL8937), which are significant because streetcars played a significant role in the early transportation development in Boulder County, providing efficient, economical transportation from 1899 until 1931. The next is the ditch headgate (5BL859.39) off Boulder Creek just east of the Broadway Bridge. It is significant for its association with Frederick Law Olmsted, Jr. The last potentially eligible property is the Broadway Bridge (5BL6062) itself. As an important transportation link and a well-preserved, uncommon example of municipal landscape planning, the Broadway Bridge is eligible for listing in the National Register under Criterion A. The Boulder Streetcar tracks, the diversion dam and the Broadway Bridge will be directly impacted by this project.

The Boulder Streetcar tracks located in Broadway will be removed as the street is reconstructed. In some areas of the streetcar system, the tracks have been torn up due to various street improvement projects throughout the years. However, there are many segments of the system that are still intact, embedded in the substructure of the street and covered by pavement. This particular segment (University Ave. to Pine St.) constitutes about 11% of the former streetcar system. Portions of this segment have already been altered and taken out from construction projects near the Pearl St. Mall and Canyon Blvd. There are other segments of the streetcar system that have seen fewer disturbances, such as the portions on College Ave. and 9th St. Because the tracks in those other segments are more intact and this project area has already seen some removal of the tracks, we feel that removal of the tracks in this segment would not be an adverse effect.

There will be no impact to the headgate, but the diversion dam will be removed and reconstructed due to its deteriorating structural condition. However, the diversion dam was determined not NRHP eligible due to the fact that half of the dam was removed in 1986 for the Boulder Creek path construction and related improvements in Boulder Creek.

The Boulder Bridge will be removed and reconstructed for this project. The light pilasters removed from the bridge will be saved for possible display within Central Park. The options of rehabilitation or reuse of the existing bridge were studied in detail; Attachments A and B provide an explanation of the other options and why they were not feasible alternatives. Removal of the existing historic bridge and reconstruction would be an adverse effect.

The other properties surveyed for this project were commercial buildings. All three of these commercial buildings, the Dominos Pizza/Beale Fine Arts building (5BL8910), the Massage Specialists Wellness Center building (5BL8911), and the First National Bank of Colorado (5BL8912), are not eligible for the NRHP because they have little architectural or historic significance in the history of commercial development along Broadway. None of these buildings will be impacted by this project. The inventory forms for these properties are included along with the survey report.

As outlined previously, there has been a great deal of previous survey work completed in the study area. The following table lists the previously surveyed historic properties and provides National Register eligibility and the CDOT determination of effect. There will be no effect to any of the previously inventoried historic properties on this list.

Site #	Name / Location	Eligibility	CDOT Determination of Effect
5BL3745	CU Inst. of Behavioral Sci., Bldg 1 1416 Broadway	Eligible District	No effect
5BL8673	CU Inst. of Behavioral Sci., Bldg 3 1424 Broadway	Eligible District	No effect
5BL3751	CU Inst. of Behavioral Sci., Bldg 4 1220 Grandview	Eligible District	No effect
5BL3746	Native American Rights Fund 1506 Broadway	Eligible District	No effect
5BL3747	National Indian Law Library 1522 Broadway	Eligible District	No effect
5BL3748	CU Inst. of Behavioral Sci., Bldg 2 1546 Broadway	Eligible District	No effect
5BL875	Marine and Broadway Power Station , 1590 Broadway	NRHP	No effect
5BL7292	Locomotive Engine Number 30	SRHP	No effect
5BL7293	Coach	SRHP	No effect
5BL7294	Caboose	SRHP	No effect
5BL5680	Boulder Bandshell in Central Park	Boulder Landmark	No effect
5BL240.30	Voegtle Building 1147 Pearl	NR District	No effect
5BL240.7	Boettcher – Valentine Building 1148 Pearl	NR District	No effect

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5BL240.8	First National Bank 1200 Pearl	NR District	No effect
5BL240.108	Double Eagle Restaurant 2018 Broadway	NR District	No effect
5BL240.91	Knitwit 2017-2025 Broadway	NR District	No effect
5BL240.106	Shades 2027-2035 Broadway	NR District	No effect
5BL240.107	Jila Design / Aria 2041-2043 Broadway	NR District	No effect
5BL240.79	Willard Building 2045-2049 Broadway	NR District	No effect
5BL240.92	John Atencio Jewelry 2098 Broadway	NR District	No effect
5BL572	First Congregational Church 1128 Pine St.	Boulder Landmark	No effect
	Downtown Local Historic District	NR District	No effect
	Grandview Terrace Historic District	Eligible NR District	No effect

In addition, there are seventeen previously surveyed properties that have only had field determinations of eligibility and which require official determinations from the State Historic Preservation Officer (SHPO). Those properties are listed in the following table. For most of these properties, we agree with the field assessments. However, there are two properties where we differ in our assessments. The Alfalfa's property now occupies what used to be two separate buildings, 5BL4677 and 5BL4678, and there were numerous alterations made to the buildings when they were merged into one. A survey form prepared in 1986 assessed the property as not eligible; a later one in 2000 assessed it as eligible. We agree with the earlier assessment of not eligible for the NRHP due to the alterations. However, this property has merit as a potential future Boulder Landmark.

The property at 1724 Broadway (5BL1129) was assessed as not eligible in 1986 due to a modern addition of a sun room on the second floor of the south side of the building. Although there have been additions to the building over time, this building is significant due to historical associations. It was constructed specifically as a photo studio and lab and served in that function for nearly 70 years. It was designated as a Boulder Structure of Merit on April 2, 1997.

Adjacent to north side of the building at 1724 Broadway, there is a patio that was designed by noted Boulder architect Charles Haertling. This patio is not a part of the property at 1724 Broadway, as it was built in 1976 on property owned by the City of Boulder. It was not assessed for historic potential for the present undertaking since it is only 25 years old. During construction, there will be temporary short-term impacts to the patio.

During the development process for this project, consideration was given to the concept of a cultural landscape including Central Park and the land around the Boulder Municipal building. Such a consideration appears to have some merit, but the physical, historical and botanical analyses to support this designation have not been completed. The National Park Service's Preservation Brief #36, "Protecting Cultural Landscapes," suggests that a Cultural Landscape Report be prepared before

determining the eligibility of a proposed cultural landscape. Such a report is intended to document the history, integrity, significance, and treatment of the cultural landscape. Recognizing the complexity of this analysis, Preservation Brief #36 suggests that National Register forms may be amended "to include more complete descriptions of historic properties that have significant land areas and landscape features." This type of extensive research and planning lies beyond the scope of what is considered reasonable for assessing the impacts of a transportation project. Since both Central Park and the Municipal Building are considered field eligible, they will be afforded protection under Sections 106 and 4(f).

There will be temporary impacts to Central Park (5BL6063), adjacent to the Broadway Bridge. Central Park will incur mostly temporary and some minor permanent changes. The bridge width will remain the same and not expand into the park. However, an approximate 20-foot zone around the bridge will be subject to temporary impacts during construction, including portions of the city-owned patio between the creek and the building at 1724 Broadway on the east side of the road. The path and bridge reconstruction will require the removal of three trees and some shrubbery located in the area between the current bike path and the connecting path that proceeds up to street grade. The bridge reconstruction will also require the removal of one of the five Locust trees (the one closest to the bridge) that line the east side of Broadway between the bridge and Canyon Boulevard.

The bus stop currently located in front of the patio on the southeast corner of the bridge will be relocated to the north end of the bridge, approximately 235 feet to the north. This new bus stop will include benches, a shelter, and bike racks on a paved area. Between Canyon Boulevard and the path that connects to the creek path, the sidewalk will remain in the same location as it is now, but will be narrowed to 10 feet to provide a larger tree lawn adjacent to the mature trees along Broadway. Plans include the planting of new additional trees on the east side of the sidewalk in this area. At the bus stop, the paving will cover the area between the sidewalk and the street edge and the bike racks will be on paving that extends eastward towards the park. Therefore, there will be a total of four trees removed from Central Park. The net amount of land converted from recreation to transportation use with these changes will be 1300 square feet, or .029 acre. This amount is approximately one percent of the total area of Central Park's 3.209 acres. It is our opinion this would not be an adverse effect.

There will also be some temporary and permanent minor impacts to the Civic Center area, located on the west side of Broadway containing the Municipal Building (5BL6039). Again, there will be an approximate 20-foot zone around the bridge that will be subject to temporary construction impacts. This will require the removal of the shrubbery and three trees total at the northwest corner of the current bridge, including one of the four Locust trees lining the west side of Broadway.

The sidewalk on the west side of Broadway will be moved from its current attached configuration along the street edge to the west side of the Locust trees aligned along the edge of the park, 25 feet back from the street and closer to the Municipal Building. This sidewalk realignment would create a detached sidewalk in this area (consistent with the Civic Center Master Plan proposals) and the location has been coordinated with the City of Boulder Forestry staff. None of the present trees will be affected along this new sidewalk, and new additional trees will be planted along the building side of the sidewalk. Benches may be placed along the sidewalk as well. The current bus stop will be replaced and improved with a new bus stop, 75 feet to the north of its current location. The bus stop will include benches, a shelter, bike racks and a large planted area. The net amount of land converted from recreation to transportation use with these changes will be 1980 square feet, or .045 acre. This amount is approximately seven-tenths of one per cent of the total area of 6.295 acre of the Civic Center parcel which includes the Boulder Municipal Building. It is our opinion this would not be an adverse effect.

**PREVIOUSLY INVENTORIED PROPERTIES IN THE STUDY AREA THAT REQUIRE
OFFICIAL DETERMINATION OF ELIGIBILITY**

Site #	Name / Location	CDOT Determination of Eligibility	CDOT Determination of Effect
5BL2907	Chinook Clubhouse 1441 Broadway	Not Eligible	No effect
5BL2908	House 1453 Broadway	Not Eligible	No effect
5BL2909	House 1501 Broadway	Not Eligible	No effect
5BL2910	House 1511 Broadway	Not Eligible	No effect
5BL2911	K L Realty 1531 Broadway	Not Eligible	No effect
5BL3749	Siam Café & Sushi 1600 Broadway	Not Eligible	No effect
5BL4677 5BL4678	Alfalfa's 1645-1651 Broadway (Public Service Building) 1655 Broadway (Safeway Building)	Not Eligible	No effect
5BL6038	Rainbow Cleaners Alexander's Mexican Food 1650 Broadway	Not Eligible	No effect
5BL1129	1724 Broadway 32 Restaurant and Bar (Yocum's Photographic Studio)	Eligible	No effect
5BL6062	Broadway Bridge	Eligible	Adverse effect
5BL6063	Central Park	Eligible	No adverse effect
5BL859	Boulder and White Rock Ditch	Eligible	No effect
5BL5680	Boulder Bandshell Central Park	Eligible	No effect
5BL6039	Boulder Municipal Building 1777 Broadway	Eligible	No adverse effect
5BL572	First Congregational Church 1128 Pine St.	Eligible	No effect
5BL1137	Trinity Lutheran Church 2200 Broadway	Not Eligible	No effect
5BL6040	Boulder Masonic Temple 2205 Broadway	Eligible	No effect

We hereby request your concurrence with this determination of eligibility and effect. The environmental study of the Broadway Reconstruction project in Boulder and this historic resources survey report is being sponsored by CDOT and the City of Boulder and has been prepared to meet the requirements for compliance with the State Register Act, Article 80.1, Register of Historic Places and for compliance with Section 106 of the National Historic Preservation Act (as amended) and with the Advisory Council on Historic Preservation's regulations.

Ms. Contiguglia
November 8, 2001
Page 7

Thank you in advance for your prompt attention to this matter. If you require additional information, please contact CDOT Staff Historian Lisa Schoch at (303)512-4258.

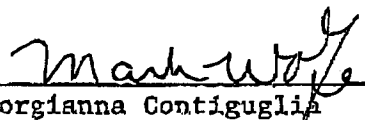
Very truly yours,



for  Rebecca D. Vickers
Environmental Programs Manager

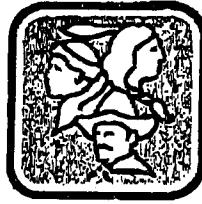
cc: Bob Sadighian, CDOT Region 4
Alex May - City of Boulder
Deon Wolfenbarger - City of Boulder
George Tsiouvaras - Carter Burgess
Gina McAfee - Carter Burgess

I concur:

for 

Georgianna Contiguglia
State Historic Preservation Officer and President, Colorado Historical
Society

11/29/01
Date



COLORADO HISTORICAL SOCIETY

The Colorado History Museum 1300 Broadway Denver, Colorado 80203-2137

28 November 2001

Rebecca D. Vickers
Environmental Program Manager
Colorado Department of Transportation
Project Development Branch
4201 East Arkansas Ave.
Denver, CO 80222

RE: Broadway Bridge (5BL.6062) Reconstruction, State Highway 93, Boulder, Boulder County

Dear Ms. Vickers:

Thank you for your recent correspondence dated 8 November 2001, concerning the proposed replacement of the Broadway Bridge over Boulder Creek in the City of Boulder. Our office has also reviewed the eligibility and effects of the overall Broadway Reconstruction Project (#070363.400.4.0212). We wished to single out the Broadway Bridge for additional comments, as it is the only historic resource that will be adversely impacted by the Reconstruction project.

The Broadway Bridge was is a steel I-beam stringer bridge constructed in 1921 as part of a planned memorial for WWI veterans. The sides of the bridge are faced with decorative concrete fascia, railings, and light stands. All of these features contribute to the significance of the bridge. While it may not be possible to retain all of these features during reconstruction, we encourage CDOT to preserve and/or replicate as many of these features as possible.

If you have any questions, please feel free to contact Joseph Saldibar, Architectural Services Coordinator, at (303) 866-3741. We look forward to hearing from you.

Sincerely,

for Mark Wyle
Georgianna Contiguglia
State Historic Preservation Officer, and
President, Colorado Historical Society



CITY OF BOULDER

Planning and Development Services - Historic Preservation

Deon Wolfenbarger, Preservation Planner

Phone: 303-441-4497 • Fax: 303-441-3241 • Email: wolfenbargerd@ci.boulder.co.us
1739 Broadway, Third Floor • P.O. Box 791, Boulder, Colorado 80306-0791

December 13, 2001

Rebecca Vickers
Environmental Programs Manager
Department of Transportation
State of Colorado
4201 East Arkansas Avenue
Denver, CO 80222

SUBJECT: Boulder Reconstruction Project 070363.400.4.0212

Dear Ms. Vickers:

The City of Boulder received your letter on 15 November 2001. The Landmarks Preservation Advisory Board, as the Certified Local Government agency for the City of Boulder, discussed this item at their regularly scheduled board meeting on 5 December 2001. Although the Board has seen this project at several meetings, this was the first time that the entire report was available to the members.

The Board concurs with the majority of findings in the 24 October 2001 "Historic Resources Survey Report: Broadway Reconstruction." This letter will therefore provide comment only on those areas of disagreement. The Board's comments are focused in the areas of *eligibility status*, *potential impacts*, and *alternatives*.

Eligibility status

- 1) The diversion dam is listed as "not eligible." The Board requests an official determination of eligibility for this resource, with a recommendation that this resource be considered "eligible." The diversion dam is clearly associated with the headgate; therefore the remaining portion of the dam may retain enough integrity to convey its historic significance when considered in conjunction with the headgates (particularly given these features' association with Frederick Law Olmsted Jr.).
- 2) No inventory or assessment was provided for the patio at 1724 Broadway since it was less than 25 years old. However, as noted in the report, this resource was designed by Charles Haertling, a nationally significant architect in the area of Modern Architecture. Since Modern Architecture, by its nature, is less than 50 years old, this should not preclude an inventory and subsequent evaluation of the property.

- 3) The Landmarks Board recommends that the land around the Municipal Building and Central Park be considered as a "cultural landscape." It is not necessary, as indicated in the report, to complete a Cultural Landscape Report in this inventory/identification phase.

Potential Impacts

- 1) The removal of the streetcar tracks is listed as "no impact" due to the reasoning that this segment constitutes only 11% of the original tracks. However, the Landmarks Board is not certain how much of the original tracks remains in other parts of the city, and therefore feels unable to comment on the impact. The Board does recommend documentation of the tracks as they are removed, and possible salvage and re-use.
- 2) Reconfiguration of the landscape at the Municipal Building is listed as "no impact." The Board feels that the impact may be greater than the report's evaluation for three reasons: the Board has not reviewed the plans for reconfiguring the landscape, and understands these plans are in the conceptual stage; the only impact used in calculating the figures was area for the new bus stop, and did not include reconfiguring the sidewalks; the area of impact was compared to the entire 6+ acre site (which may not be significant), instead of compared to the size of the Municipal Building's front lawn (the area of visual impact).
- 3) If the diversion dam is determined eligible, then its demolition would constitute an "adverse impact."

Alternatives

- 1) Due to the deteriorated condition of the existing bridge, and the program needs for flood improvement, the Board recommended "Alternative F" Demolition of Historic Bridge/Construction of a New Structure" as the preferred alternative.
- 2) The Board was presented with conceptual bridge alternatives in July 2001, which did not include design details. The Board was then presented with a one-span bridge at their November 2001 meeting, which included design details. The Board recommended railing and light standards which had historical references to the original bridge was preferred. The Board did not have an official recommendation on the proposed replacement bridge design as presented.
- 3) The Board agreed that reuse of any historic materials on the bridge is recommended. The concept of using the light standards on the pedestrian path was also approved by the Board members. Although planning department staff for the City of Boulder agrees that re-use of historic materials is preferred, the proposed placement of the bridge light standards appears artificial, and would recommend careful consideration in their re-use.

Mitigation

Although not requested to comment on mitigation measures, the Landmarks Board agreed on the following items:

- 1) Prior to the removal of any eligible historic resource, the resource should first be documented according to HABS/HAER standards.
- 2) The Board recommends instituting a public education program, which not only educates the public about the significance of the resources to be demolished, but highlights the process of review and determination of alternatives as well. An example could take the form of an exhibit in the library of the HABS/HAER documentation.

The Landmarks Preservation Advisory Board appreciates this opportunity to comment, and on the efforts to include the Board in this project.

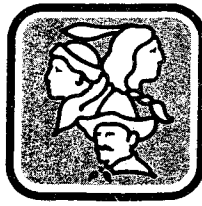
Sincerely,



Deon Wolfenbarger

Secretary to the Landmarks Preservation Advisory Board

Cc: Landmarks Preservation Advisory Board
Peter Pollock, Planning Director, City of Boulder
Tracy Winfree, Acting Director of Public Works for Transportation, City of Boulder
Alex May, Transportation Project Manager, City of Boulder
Noreen Walsh, Transportation Planner, City of Boulder
Joseph Saldibar, Colorado OAHF



COLORADO HISTORICAL SOCIETY

The Colorado History Museum 1300 Broadway Denver, Colorado 80203-2137

23 January 2002

Rebecca D. Vickers
Environmental Program Manager
Colorado Department of Transportation
Project Development Branch
4201 East Arkansas Ave.
Denver, CO 80222

RE: Broadway Reconstruction Project 070363.400.4.0212 and Broadway Bridge Replacement,
Boulder, Boulder County

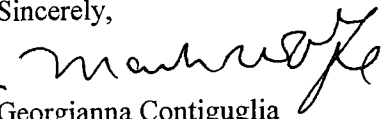
Dear Ms. Vickers:

Our office approved the overall Broadway Reconstruction Project in November 2001. At that time we expressed a desire to further investigate the Broadway Bridge replacement project. The Broadway Bridge is a significant historic structure that will be adversely impacted by the proposed project.

We believe, after consultation with the City of Boulder and CDOT, that the proposed new structure will have no adverse impact on the surrounding historic structures. The new bridge will allow for better channel flow through Boulder Creek as well as better traffic flow on Broadway. The design is similar to the existing Broadway Bridge. We would like to congratulate CDOT for including decorative metal guardrails in lieu of the standard, solid concrete ones. Again, we find that no historic properties will be affected by the new Broadway Bridge structure.

If you have any questions, please feel free to contact Joseph Saldibar, Architectural Services Coordinator, at (303) 866-3741. We look forward to hearing from you.

Sincerely,

for 

Georgianna Contiguglia
State Historic Preservation Officer, and
President, Colorado Historical Society

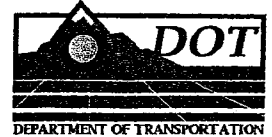
OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION

303-866-3392 * Fax 303-866-2711 * E-mail: oahp@chs.state.co.us * Internet: www.coloradohistory-oahp.org

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Environmental Programs
4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9259



February 5, 2002

Ms. Deon Wolfenbarger
Preservation Planner
Boulder Landmark Preservation Advisory Board
1739 Broadway, Third Floor
Boulder, CO 80306-0791

Subject: Boulder Reconstruction Project 070363.400.4.0212

Dear Ms. Wolfenbarger:

Thank you for your recent correspondence dated December 13, 2001, concerning the findings of the "Historic Resources Survey Report" associated with the Boulder Reconstruction Project. Our office has reviewed the Boulder Landmark Preservation Advisory Board (LPAB) comments and has provided a response below. The LPAB made recommendations and provided comments regarding three areas of concern: eligibility status, potential impacts, and alternatives. Attached are copies of the concurrence letters from the Colorado State Historic Preservation Officer (SHPO), who reviewed this project as well.

Response to concerns regarding eligibility status:

1. The LPAB has requested a re-evaluation of the eligibility determination of the Diversion Dam in Boulder Creek (5BL859.40). The diversion dam has historic significance for its association with Frederick Law Olmstead; however, its integrity has been compromised due to the removal of about half the dam in 1986. Based on the impacts to its integrity, the dam might qualify as a local landmark, but it would not be eligible for inclusion on the NRHP. The SHPO reviewed the survey form and agreed that it was not eligible for inclusion on either the State or National Registers. SHPO review of this survey, as with all inventory reports, was a reevaluation of our determination of its eligibility for listing on the SRHP or NRHP. If, after reviewing our response, your office determines that a re-evaluation is necessary, we will need to submit the re-evaluation to the SHPO for review.
2. The LPAB requested an evaluation of the patio at 1724 Broadway based on its association with architect Charles Haertling. Although we agree that age should not preclude inventory and evaluation of the property, for the purposes of this survey we prepared historic building inventory forms for sites and buildings over 45 years old within the general project area. This methodology was based on the National Register evaluation criteria and was considered appropriate for this particular undertaking. The patio will not be permanently impacted by the project; rather, it will only be affected by short-term temporary impacts during construction.
3. The LPAB recommended that all the land around the Municipal Building and Central Park be considered a "cultural landscape." CDOT does not believe that the area from Central Park through the Municipal Building qualifies as a cultural landscape as defined by National Park Service Preservation Brief 36 - "Protecting Cultural Landscapes." This entire area was not originally planned as a park or wildlife area. Sanborn Insurance Maps from 1931 indicate that there were four businesses, two dwellings, and two storage buildings on this property, including a marble shop, grocer, cobbler shop, and bottling works. The existence of these other uses clearly

The existence of these other uses clearly demonstrates that this area was not planned as a complete park area from its inception. Central Park was developed in the early 1920s.

Response to concerns over potential impacts

1. The LPAB expressed concern over the locations of the streetcar tracks and the impacts to those tracks. The City of Boulder conducted a survey of the abandoned streetcar tracks in July 2001. Maps showing the original streetcar system and the portions that are still in place are included in a three-page map with the Architectural Inventory Form for the Boulder Streetcar Tracks (5BL8937), which is part of the Historic Resources Survey Report. These maps should provide the information that you requested regarding the extent of original track remains in other areas of the city.
2. As we indicated in our letter of November 8th, the reconfiguration of the landscaping near the Municipal Building would impact less than 1% of the site. This calculation was based on the area defined on the survey form as the site for the Municipal Building survey (5BL6039). Effects are assessed in terms of impacts to the affected surveyed site. It would not have been appropriate to assess the impacts to only a portion of the site.
3. Please refer to our response in item "1" under eligibility status.

Response to comments regarding Alternatives

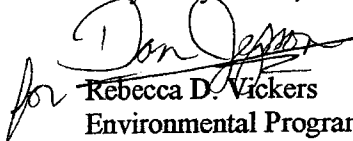
We appreciate your comments regarding the alternatives and the design elements for the bridge, including the railing and light standards. Please refer to the SHPO's January 23rd response, in which they referenced CDOT's plans to include decorative metal guardrails in lieu of the standard, solid concrete guardrails.

Response to comments regarding Mitigation

1. Level II documentation of the Broadway Bridge will be one of the mitigation measures outlined in the Memorandum of Agreement (MOA) for this project. Level II documentation includes a full historical narrative and medium format black and white photography.
2. We agree that a public education program would be helpful in raising awareness of the Broadway Bridge as well as the process involved in evaluating alternatives and other aspects of the project, and we would encourage the LPAB to spearhead this effort.

As soon as we receive your response, we will finalize the project Memorandum of Agreement and begin the signature process. If you have questions regarding any information contained herein, please contact the CDOT Staff Historian, Lisa Schoch, at (303)512-4258.

Very Truly Yours,


for Rebecca D. Vickers
Environmental Programs Manager

cc: Bob Sadighian, CDOT Region 4
Alex May - City of Boulder
George Tsiouvaras - Carter Burgess
Gina McAfee - Carter Burgess

**CITY OF BOULDER**
Planning and Development Services

1739 Broadway, Third Floor • P.O. Box 791, Boulder, Colorado 80306-0791
phone 303-441-1880 • fax 303-441-3241 • email plandevelop@ci.boulder.co.us
www.ci.boulder.co.us/pwplan/

February 14, 2002

Rebecca Vickers
Environmental Programs Manager
Department of Transportation
State of Colorado
4201 East Arkansas Avenue
Denver, CO 80222

SUBJECT: Boulder Reconstruction Project 070363.400.4.0212

Dear Ms. Vickers:

Thank you for your letter of February 5, 2002. Your letter requested a response from the Landmarks Preservation Advisory Board, but since the letter arrived after the February meeting of the Board, I will be unable to provide a reply to the specifics in the letter in a timely manner. However, since the Board has met several times and discussed these various issues for hours, it is likely they would have the same comments regarding eligibility, potential impacts, and mitigation.

As a consulting party, I assume the Landmarks Board will be involved in the review of the finalized Memorandum of Agreement. Please take this letter as a recommendation to proceed with finalizing this document.

Again, the Landmarks Preservation Advisory Board appreciates the opportunity to comment, and on the efforts to include the Board in this project.

Sincerely,

Deon Wolfenbarger
Secretary to the Landmarks Preservation Advisory Board

Cc: Landmarks Preservation Advisory Board
Peter Pollock, Planning Director, City of Boulder
Tracy Winfree, Acting Director of Public Works for Transportation, City of Boulder
Alex May, Transportation Project Manager, City of Boulder
Noreen Walsh, Transportation Planner, City of Boulder
Joseph Saldibar, Colorado OAHF

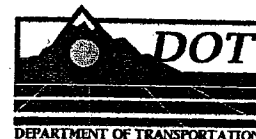
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Post-it® Fax Note	7671	Date	# of pages
To	Rebecca V.	From	Deon
Co./Dept.		Co.	C. of B.
Phone #		Phone #	

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Environmental Programs
4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9011



March 15, 2002

Mr. William C. Jones
Division Administrator
FHWA, Colorado Division
555 Zang Street, Room 250
Lakewood, Colorado 80228

SUBJECT: Documentation of Adverse Effect, Broadway Reconstruction Project
070363.400.4.0212, Boulder County

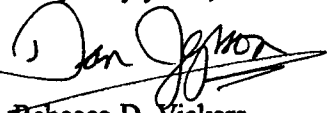
Dear Mr. Jones:

Pursuant to Section 800.6 (a) (1) of the Advisory Council on Historic Preservation Regulations, agency officials must notify the Council of adverse effect determinations by providing Documentation of Adverse Effect, the content of which is specified in Section 800.11 of the regulations. Such notification allows the Council to determine whether it will participate in the consultation between the agency and the State Historic Preservation Officer. If the Council does not respond within 15 calendar days, the agency can assume that the Council will not be participating in the consultation process.

The Broadway Reconstruction project referenced above will adversely affect the Broadway Bridge (SBL6062), a steel I-beam stringer with arched concrete spandrels that was built in 1921. Enclosed are two copies of the Documentation of Adverse Effect for this historic resource; one is for your files and the other is to be submitted to the Council. A draft transmittal letter to the Advisory Council for the Documentation of Adverse Effect is enclosed on 3.5" diskette.

Please send a copy of all of your correspondence with the Advisory Council to CDOT Staff Historian Lisa Schoch for our files. If you have questions or require additional information, please contact Ms. Schoch at (303)512-4258.

Very truly yours,


for Rebecca D. Vickers
Environmental Programs Manager

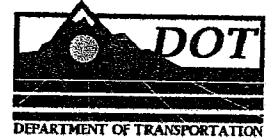
Enclosures

cc: Colorado SHPO

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Environmental Programs
4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9011



March 15, 2002

Mr. William C. Jones
Division Administrator
FHWA, Colorado Division
555 Zang Street, Room 250
Lakewood, Colorado 80228

SUBJECT: Documentation of Adverse Effect, Broadway Reconstruction Project
070363.400.4.0212, Boulder County

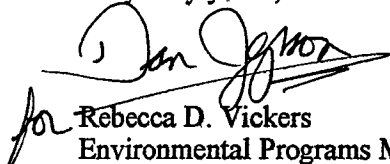
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Very truly yours,


for Rebecca D. Vickers
Environmental Programs Manager

Enclosures

cc: Colorado SHPO

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Environmental Programs
4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9011



March 15, 2002

Mr. William C. Jones
Division Administrator
FHWA, Colorado Division
555 Zang Street, Room 250
Lakewood, Colorado 80228

SUBJECT: Documentation of Adverse Effect, Broadway Reconstruction Project
070363.400.4.0212, Boulder County

Dear Mr. Jones:

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Please send a copy of all of your correspondence with the Advisory Council to CDOT Staff Historian Lisa Schoch for our files. If you have questions or require additional information, please contact Ms. Schoch at (303)512-4258.

Very truly yours,


for Rebecca D. Vickers
Environmental Programs Manager

Enclosures

cc: Colorado SHPO

DOCUMENTATION FOR FINDING OF ADVERSE EFFECT

**COLORADO DEPARTMENT OF TRANSPORTATION PROJECT 070363.400.4.0212
Boulder Reconstruction Project, Boulder County**

**COLORADO DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL PROGRAM
4201 EAST ARKANSAS
DENVER, COLORADO 80222**

March 2002

DOCUMENTATION FOR FINDING OF ADVERSE EFFECT
Project 070363.400.4.0212, Boulder Reconstruction Project, Boulder County

This documentation is prepared in accordance with the Advisory Council Regulations, Section 800.11(e), which stipulates the inclusion of the following items:

- 1. A description of the undertaking, specifying the Federal involvement, and its area of potential effects, including photographs, maps, and drawings, as necessary.**

The project involves the reconstruction of Broadway (Colorado State Highway 93) with concrete pavement from University Avenue to Pine Street, the replacement of the Broadway Bridge, modification of the flood channel in the immediate area of the bridge, reconstruction of the multi-use path under Broadway, improvement of the existing bus stops, and other streetscapes elements, and the addition of landscaping. The project continues the reconstruction of Broadway extending from Regent Street to University Avenue that was constructed by the city in the early 1990s.

The reconstruction of Broadway will occur within the same alignment. The Broadway Bridge will be torn down and a new bridge constructed within exactly the same road alignment. The design of the new bridge will present a similar arching girder concept, however, it will clear span the entire channel. Although the final design of the bridge will have three spans total, the two shorter, outside spans will be hidden underground, to be used for future flood control measures. The center span across the creek and path will appear to be a single span. The north pier of the span across the creek and path would move approximately 35-45 feet to the north due to the longer span and slightly modified skew of the bridge. The Boulder Creek Path would then move up against the north pier. Construction phasing calls for one half of the bridge to be torn down and reconstructed while the other half remains open for traffic, with one lane in each direction.

The irrigation dam will be reconstructed so that the irrigation structures will function as they do now, without any modifications. The new dam will be constructed of reinforced concrete replicating the same graceful curves on the existing dam. It will connect to the headgate in nearly the same location as the existing dam and the top of the dam will be at the same elevation.

Broadway (Colorado State Highway 93) is a major urban arterial traversing the entire City of Boulder, CO. It provides connections to the Pearl Street Mall, Downtown, the CU campus and the Civic Center. It is an important multimodal connection for transit, motorists, pedestrians, and bicyclists with access to the Boulder Creek Path below. In the project area, Broadway currently carries approximately 30,000 vehicles per day. Broadway is identified in the city's Transportation Master Plan as one of four north-south multi-modal corridors, carrying a significant portion of the travel through the city and targeted for improvements in all modes of travel to accommodate increased travel demand.

The funding for this project consists of a combination of funds from the City of Boulder, the Colorado Department of Transportation (CDOT), and the Federal Highway Administration (FHWA).

Project Area

The general project area includes about 1.1 km (.7 miles) of roadway located in the City of Boulder, Colorado. The project limits begin on Broadway (Colorado State Highway 93) at its intersection with University Avenue and continue to the north where it terminates at its intersection with Pine Street. The land to be affected by construction of these transportation improvements is in Boulder County, within the City of Boulder.

The project area extends through Township 1N, Range 70W on the Boulder, Colorado USGS quadrangle map. Specifically, it starts in Section 31, T1N, R70W and continues in a northerly direction through Section 31 into Section 30.

2. A description of the steps taken to identify historic properties.

The cultural resource survey for this project included the identification of significant historic properties over 50 years of age and any historic districts to determine whether properties were eligible to the National Register of Historic Places (NRHP). Historic Building Inventory Forms were prepared for all unsurveyed sites and buildings over 45 years old within the general project corridor for the proposed roadway.

All properties surveyed for this study were evaluated for their significance in terms of eligibility for inclusion on both the State Register of Historic Properties and the NRHP. Cultural resources which did not meet the criteria for inclusion on the State or National Register were still evaluated for local significance and eligibility for City Landmark designation.

Most of the historic buildings within the study area have been previously surveyed. Front Range Associates, Inc. surveyed the majority in the *Boulder Survey of Historic Places*. In order to produce a comprehensive inventory of all the historic resources in the study area, a file search, a detailed literature search, and a field assessment were undertaken.

The State Historic Preservation Office was contacted periodically during the course of the field survey and evaluation. The field survey and historic research were conducted between April and October 2001 by Barbara Norgren of Hermsen Consultants.

Research was conducted to collect pertinent information on the survey area and on the individual buildings identified as needing surveys. The primary source of this information included Boulder Planning Department files, the collections of the Carnegie Branch Library for Local History in Boulder, tax assessor's records, newspaper articles, historic books and maps and other published reports. As part of the historic compliance work for this project, photographs and historic building inventory forms were prepared for seven properties in the study area.

3. A description of the affected historic properties, including information on the characteristics that qualify them for the National Register.

A total of seven properties were surveyed as part of this project. The Colorado State Historic

Preservation Office (SHPO) determined that three of these properties were officially eligible for inclusion in the National Register of Historic Places (NRHP). These are:

- Boulder Streetcar Tracks (5BL8937)
- Ditch Headgate (5BL859.39)
- Broadway Bridge (5BL6062)

Boulder Streetcar Tracks (5BL8937)

Two electric streetcar lines used the tracks on Broadway in Boulder, the Boulder Railway and Utility Co. and the Denver and Interurban (D & I) Railroad Company. The Boulder Railway and Utility Co. provided service to Chautauqua Park on a 3-mile loop that started operation on June 24, 1899. Its system was expanded through the years serving areas in north Boulder as well as the University. The D & I provided service from Denver to Boulder on the "Kite Route" starting in 1908.

Streetcars played a significant role in the early transportation development in Boulder County, providing efficient, economical transportation from 1899 until 1931. As the main mode of transportation shifted to the automobile, the tracks have been covered with asphalt and concrete. In some areas of the streetcar system, the tracks have been torn up due to various street improvement projects throughout the years. However, there are many segments of the system that are still intact, embedded in the substructure of the street and covered by pavement.

The streetcar tracks are eligible to the National Register of Historic Places under Criterion A for their role in the development of transportation in Boulder County.

Headgate on Boulder and White Rock Ditch (5BL859.39)

This historic resource is part of the Boulder and White Rock Ditch. The headgate under the Broadway Bridge in Central Park on Boulder Creek is actually shared by three ditches --- the Boulder and White Rock Ditch (5BL859), the Boulder and Left Hand Ditch (5BL5820), and North Boulder Farmer's Ditch (5BL6879). The North Boulder Farmers Ditch put in the original headgate since they were the earliest ditch of the three partners to take water from Boulder Creek. That headgate was probably made of wood and rock, typical of construction of the early headgates.

This headgate is significant because Frederick Law Olmstead, Jr. Professor of Landscape Architecture at Harvard University and one of the founders of the profession of city planning, collaborated on the design of the headgate for the Boulder and White Rock Ditch (formerly Beasley Ditch). In 1910, he had been invited by a group of Boulder citizens to prepare a pamphlet of suggestions for the city's "improvement." He actually conceived the Boulder Bridge, headgate, and diversion dam as part of the integrated complex.

Broadway Bridge (5BL6062)

The Broadway Bridge, a steel I-beam stringer, which spans Boulder Creek, is historically significant to the city of Boulder for its dual roles in transportation and urban planning. Built in 1921 on a main north-south arterial in the center of town, it was designed to be part of a city park intended to memorialize World War I veterans. The memorial park never came to be, but Central Park developed around the structure in 1925.

The bridge's architectural design includes decorative arched concrete spandrels, concrete guardrails and lights. Its design and its memorial pretensions tie it with the City Beautiful Movement. Begun around the turn of the century, this movement marked the attempt by many municipalities in America to transform themselves into beautiful and harmonious places for living, through integrated urban planning and design. Though the Broadway Bridge represented a relatively modest attempt at city beautification, it was still significant because so few bridges in the state were built as part of comprehensive landscape designs. This bridge is also distinguished from its peers by its architectural detailing. Only a relatively few bridges were built in Colorado in the early 20th century with consideration given to their aesthetic impact.

As an important transportation link and a well-preserved, uncommon example of municipal landscape planning, the Broadway Bridge is eligible for listing in the National Register under Criterion A.

There were 34 properties previously surveyed. The project will result in no effect to these properties, so they have not been listed here.

4. A description of the undertaking's effects on historic properties.

The Boulder Streetcar tracks (5BL8937) will be removed as the street is reconstructed. However, because other segments of track are more intact and this project area has already seen some removal of tracks, the removal of the tracks in this segment would not result in an adverse effect.

The Headgate on Boulder and White Rock Ditch (5BL859.39) will not be impacted by the project.

Project 070363.400.4.0212, Boulder Reconstruction Project will adversely affect the Broadway Bridge (5BL6062), which will be reconstructed and replaced to address issues with safety, hydraulics, and recreational amenities.

5. An explanation of why the criteria of adverse effect were found applicable or inapplicable, including any conditions or future actions to avoid, minimize, or mitigate adverse effects.

In accordance with Section 800.5 of the Advisory Council Regulations, CDOT has applied the criteria of adverse effect, determining the project will have an adverse effect because it will result in the replacement of the Broadway Bridge.

The Broadway Bridge will be removed and reconstructed for this project. These rehabilitation options were studied in detail:

Alternative A: No Action/No Build: This alternative must be presented as a baseline for comparing the environmental impacts of each alternative under consideration. This alternative fails to address the purpose and need for the project in terms of motorist and pedestrian/path user safety, hydraulic concerns and recreational amenities. For these reasons, Alternative A was not selected as the

Preferred Alternative.

Alternative B: New Structure at a Different Location: One alternative for preserving historic bridges in place is to build a new structure at a different location to reduce or eliminate the transportation or structural demands being placed on the old bridge. This alternatives analysis is required by Section 4(f) of the Department of Transportation Act of 1966. Alternative B fails to address the hydraulic needs for the project and would also introduce significant environmental, economic, and social impacts to the project area. For these reasons Alternative B was not selected as the Preferred Alternative.

Alternative C: Rehabilitation

To determine the feasibility of a rehabilitation option for the existing bridge in the following actions were performed.

1. Analysis of existing bridge inspection reports
2. Detailed inspection of bridge
3. Analysis of recent bridge maintenance
4. Material testing of bridge rail (X-ray)
5. Floodplain analysis
6. Discussions with CDOT to determine bridge railing requirements

The information from this analysis was compiled and a rehabilitation option formulated (see Attachment B for specific details). This option would include the removal and replacement of the pier, abutments, bridge deck, sidewalks, and interior beams. The option would leave the fascia beams, railing and end pillars in place. To meet safety requirements, a second railing would be placed adjacent (i.e., inside) to the existing railing. CDOT is unwilling to waive the strength requirements for the railing (see specifics in Attachment B). As part of this option a second bridge, located north of the existing bridge would be constructed. This new structure would serve to carry bicycles and pedestrians under Broadway as well as carry floodwaters during a severe storm. Because of the great uncertainty that the important architectural features of the historic bridge would survive rehabilitation efforts (due to their fragile condition) and the significantly higher costs for this alternative, this alternative is not recommended as the Preferred Alternative.

Alternative D: Reconstruction: The reconstruction of historic properties is occasionally selected as a preferred alternative when those properties have been damaged or destroyed. For the Broadway Bridge, replacing the structurally deficient existing bridge with an exact replica would address some, but not all of the safety needs for the project but would not address the identified hydraulic or recreational needs. The Project Team believes the historic and architectural features of the current bridge are not of such outstanding significance and quality that reconstruction is a prudent solution. Therefore, Alternative D was not selected as the Preferred Alternative.

Alternative E: Remove Existing Structure to a New Location: Historic preservation planning often supports the removal of threatened historic properties to new locations where they can serve useful purposes and remain as important elements of the community. The Project Team believes that the Broadway Bridge is not a candidate for relocation because of the fragile condition of the concrete

railings and fascia beams. Even if a suitable adaptive reuse for the bridge was found, the Team does not believe the concrete work would survive the move. Therefore, Alternative E was not selected as the Preferred Alternative.

Alternative F: Demolition of the Historic Bridge/Construction of a New Structure: Several options for replacing the existing bridge have been considered. These options include one, two, and three span configurations and vary in appearance from classic arching structures (similar to the existing bridge) to very contemporary steel truss structures. Each option is configured to meet the following project goals:

1. Structurally sufficient and meets current design standards
2. Improves the flood carrying capacity under Broadway
3. Can be expanded in the future if additional channel improvements are made
4. Improves safety for the path users

This alternative is recommended for development as the preferred alternative for the Broadway Reconstruction Project. This is the only alternative that appears to be feasible and prudent while also satisfying all elements of the project purpose and need.

Alternative G: Reuse of Historic Features on a New Bridge: In the event that the historic bridge is torn down, an opportunity exists for preserving some of its significant historic architectural features by incorporating them on the new, replacement structure. The feature includes the light fixtures and potentially the light pedestals. The Project Team recommends that this option be carried forward and given full consideration as replacement bridge designs are developed.

Alternative H: Reuse of Historic Features Elsewhere: Replacement of the existing bridge also creates an opportunity to remove some of the historic architectural features and place them somewhere else in the community for interpretive or aesthetic purposes. This option can realistically be considered at any point in time prior to demolition of the existing bridge but unless there is a request form within the community to do this the Project Team will take no future action on this alternative.

After studying both rehabilitation and replacement options for the Broadway Bridge over Boulder Creek, it is recommended that the bridge be replaced with a new structure. The best form of mitigation for this adverse effect involves the preparation of Level II Documentation as established by the OAHF in Form 1595.

6. Copies or summaries of any views provided by consulting parties and the public.

The SHPO has concurred with the lead agency's determinations of effects, and their written views are attached. (See Attachment C).

The City of Boulder's views are attached as well. (See Attachment D).

ATTACHMENT A
PROJECT LOCATION MAP

ATTACHMENT B

INVENTORY FORMS
(Photographs included)

ATTACHMENT C

SHPO LETTER OF CONCURRENCE OF EFFECTS

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Environmental Programs
4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9259



Concur line

November 8, 2001

RECEIVED

NOV 14 2001

CHS/OAHP

Ms. Georgianna Contiguglia
State Historic Preservation Officer
Colorado Historical Society
1300 Broadway
Denver, CO 80203

SUBJECT: Broadway Reconstruction Project 070363.400.4.0212

Dear Ms. Contiguglia:

This letter and the attached Survey Report constitute the request for concurrence with our Determination of Eligibility and Effects for the Broadway Reconstruction project in the City of Boulder, Colorado. For the location of the project area, see Figures 1 and 2 in the enclosed report.

The planned improvements include the reconstruction of Broadway (Colorado State Highway 93) with concrete pavement from University Ave. to Pine St., the reconstruction of the Broadway bridge at Boulder Creek, modification of the flood channel in the immediate area of the bridge, reconstruction of the multi-use path under Broadway, improvement of the existing bus stops and other streetscape elements, and the addition of landscaping. This project continues the reconstruction of Broadway extending from Regent St. to University Ave. that was constructed by the city in the early 1990's.

The reconstruction of Broadway will occur on the same alignment, and the Broadway Bridge will be replaced with a new structure, also on exactly the same road alignment. The design of the new bridge will present a similar arching girder concept, but it will clear span the entire channel. Although the final design of the bridge will have three spans total, the two shorter, outside spans will be hidden underground, to be used for future flood control measures. The center span across the creek and path will appear to be a single span. The north pier of the span across the creek and path would move approximately 35-45 feet to the north due to the longer span and slightly modified skew of the bridge. The Boulder Creek Path would then move up against the north pier. Construction phasing calls for one half of the bridge to be torn down and reconstructed while the other half remains open for traffic, with one lane in each direction.

The irrigation dam will be reconstructed so that the irrigation structures will function as they do presently, without any modifications. The new dam will be constructed of reinforced concrete replicating the same graceful curves on the existing dam. It will connect to the headgate in nearly the same location as the existing dam and the top of the dam will be at the same elevation. Included herewith is a packet of materials that describe the project to aid in your review. The project description material included with this submittal includes:

- General Roadway Plans - University Ave. to Pine St.
- Broadway Bridge Materials
 - General Roadway Plans
 - Attachment A - Analysis of the Bridge Alternatives for the Broadway Bridge over Boulder Creek

Post-It* Fax Note	7671	Date	1/25/02	# of pages	3
To	LISA SCHWACH	From	Joe Saldivar		
Co./Dept.	CDOT	Co.	CHS/OAHP		

Attachment B -- Technical Memo on Bridge Rehabilitation Alternative

The entire project corridor was inventoried and studied to identify historic resources. Most of the applicable properties had been surveyed previously. The historic resources survey for this project assessed three buildings, the Boulder streetcar tracks and two irrigation structures, and also reassessed the Broadway Bridge. The locations of the surveyed properties are shown in Figure 3. The following table lists those properties by site number and location, and also provides CDOT'S determination of eligibility and effect.

Site #	Name / Location	CDOT Determination of Eligibility for National Register	CDOT Determination of Effect
5BL8910	Dominos Pizza / Beale Fine Arts 1622 Broadway	Not Eligible	No effect
5BL8911	Massage Specialists Wellness Ctr 1640 Broadway	Not Eligible	No effect
5BL8912	First National Bank of Colorado 2120 - 2124 Broadway	Not Eligible	No effect
5BL8937	Boulder Streetcar Tracks Along Broadway from Pine St. to University Ave.	Eligible	No adverse effect
5BL859.39	Ditch Headgate Boulder Cr. just east of Broadway	Eligible	No effect
5BL859.40	Diversion Dam for Ditch Boulder Cr. just east of Broadway	Not Eligible	No adverse effect
5BL6062	Broadway Bridge Broadway at Boulder Creek	Eligible	Adverse effect

Three of these seven sites are of historic interest and considered eligible for listing on the National Register of Historic Places. The first of these properties is the Boulder Streetcar Tracks (5BL8937), which are significant because streetcars played a significant role in the early transportation development in Boulder County, providing efficient, economical transportation from 1899 until 1931. The next is the ditch headgate (5BL859.39) off Boulder Creek just east of the Broadway Bridge. It is significant for its association with Frederick Law Olmsted, Jr. The last potentially eligible property is the Broadway Bridge (5BL6062) itself. As an important transportation link and a well-preserved, uncommon example of municipal landscape planning, the Broadway Bridge is eligible for listing in the National Register under Criterion A. The Boulder Streetcar tracks, the diversion dam and the Broadway Bridge will be directly impacted by this project.

The Boulder Streetcar tracks located in Broadway will be removed as the street is reconstructed. In some areas of the streetcar system, the tracks have been torn up due to various street improvement projects throughout the years. However, there are many segments of the system that are still intact, embedded in the substructure of the street and covered by pavement. This particular segment (University Ave. to Pine St.) constitutes about 11% of the former streetcar system. Portions of this segment have already been altered and taken out from construction projects near the Pearl St. Mall and Canyon Blvd. There are other segments of the streetcar system that have seen fewer disturbances, such as the portions on College Ave. and 9th St. Because the tracks in those other segments are more intact and this project area has already seen some removal of the tracks, we feel that removal of the tracks in this segment would not be an adverse effect.

There will be no impact to the headgate, but the diversion dam will be removed and reconstructed due to its deteriorating structural condition. However, the diversion dam was determined not NRHP eligible due to the fact that half of the dam was removed in 1986 for the Boulder Creek path construction and related improvements in Boulder Creek.

The Boulder Bridge will be removed and reconstructed for this project. The light pilasters removed from the bridge will be saved for possible display within Central Park. The options of rehabilitation or reuse of the existing bridge were studied in detail; Attachments A and B provide an explanation of the other options and why they were not feasible alternatives. Removal of the existing historic bridge and reconstruction would be an adverse effect.

The other properties surveyed for this project were commercial buildings. All three of these commercial buildings, the Dominos Pizza/Beale Fine Arts building (5BL8910), the Massage Specialists Wellness Center building (5BL8911), and the First National Bank of Colorado (5BL8912), are not eligible for the NRHP because they have little architectural or historic significance in the history of commercial development along Broadway. None of these buildings will be impacted by this project. The inventory forms for these properties are included along with the survey report.

As outlined previously, there has been a great deal of previous survey work completed in the study area. The following table lists the previously surveyed historic properties and provides National Register eligibility and the CDOT determination of effect. There will be no effect to any of the previously inventoried historic properties on this list.

Site #	Name / Location	Eligibility	CDOT Determination of Effect
5BL3745	CU Inst. of Behavioral Sci., Bldg 1 1416 Broadway	Eligible District	No effect
5BL8673	CU Inst. of Behavioral Sci., Bldg 3 1424 Broadway	Eligible District	No effect
5BL3751	CU Inst. of Behavioral Sci., Bldg 4 1220 Grandview	Eligible District	No effect
5BL3746	Native American Rights Fund 1506 Broadway	Eligible District	No effect
5BL3747	National Indian Law Library 1522 Broadway	Eligible District	No effect
5BL3748	CU Inst. of Behavioral Sci., Bldg 2 1546 Broadway	Eligible District	No effect
5BL875	Marine and Broadway Power Station , 1590 Broadway	NRHP	No effect
5BL7292	Locomotive Engine Number 30	SRHP	No effect
5BL7293	Coach	SRHP	No effect
5BL7294	Caboose	SRHP	No effect
5BL5680	Boulder Bandshell in Central Park	Boulder Landmark	No effect
5BL240.30	Voegtli Building 1147 Pearl	NR District	No effect
5BL240.7	Boettcher – Valentine Building 1148 Pearl	NR District	No effect

5BL240.31	Mercantile Bank 1201 Pearl	NR District	No effect
5BL240.8	First National Bank 1200 Pearl	NR District	No effect
5BL240.108	Double Eagle Restaurant 2018 Broadway	NR District	No effect
5BL240.91	Knitwit 2017-2025 Broadway	NR District	No effect
5BL240.106	Shades 2027-2035 Broadway	NR District	No effect
5BL240.107	Jila Design / Aria 2041-2043 Broadway	NR District	No effect
5BL240.79	Willard Building 2045-2049 Broadway	NR District	No effect
5BL240.92	John Atencio Jewelry 2098 Broadway	NR District	No effect
5BL572	First Congregational Church 1128 Pine St.	Boulder Landmark	No effect
	Downtown Local Historic District	NR District	No effect
	Grandview Terrace Historic District	Eligible NR District	No effect

In addition, there are seventeen previously surveyed properties that have only had field determinations of eligibility and which require official determinations from the State Historic Preservation Officer (SHPO). Those properties are listed in the following table. For most of these properties, we agree with the field assessments. However, there are two properties where we differ in our assessments. The Alfalfa's property now occupies what used to be two separate buildings, 5BL4677 and 5BL4678, and there were numerous alterations made to the buildings when they were merged into one. A survey form prepared in 1986 assessed the property as not eligible; a later one in 2000 assessed it as eligible. We agree with the earlier assessment of not eligible for the NRHP due to the alterations. However, this property has merit as a potential future Boulder Landmark.

The property at 1724 Broadway (5BL1129) was assessed as not eligible in 1986 due to a modern addition of a sun room on the second floor of the south side of the building. Although there have been additions to the building over time, this building is significant due to historical associations. It was constructed specifically as a photo studio and lab and served in that function for nearly 70 years. It was designated as a Boulder Structure of Merit on April 2, 1997.

Adjacent to north side of the building at 1724 Broadway, there is a patio that was designed by noted Boulder architect Charles Haertling. This patio is not a part of the property at 1724 Broadway, as it was built in 1976 on property owned by the City of Boulder. It was not assessed for historic potential for the present undertaking since it is only 25 years old. During construction, there will be temporary short-term impacts to the patio.

During the development process for this project, consideration was given to the concept of a cultural landscape including Central Park and the land around the Boulder Municipal building. Such a consideration appears to have some merit, but the physical, historical and botanical analyses to support this designation have not been completed. The National Park Service's Preservation Brief #36, "Protecting Cultural Landscapes," suggests that a Cultural Landscape Report be prepared before

determining the eligibility of a proposed cultural landscape. Such a report is intended to document the history, integrity, significance, and treatment of the cultural landscape. Recognizing the complexity of this analysis, Preservation Brief #36 suggests that National Register forms may be amended "to include more complete descriptions of historic properties that have significant land areas and landscape features." This type of extensive research and planning lies beyond the scope of what is considered reasonable for assessing the impacts of a transportation project. Since both Central Park and the Municipal Building are considered field eligible, they will be afforded protection under Sections 106 and 4(f).

There will be temporary impacts to Central Park (5BL6063), adjacent to the Broadway Bridge. Central Park will incur mostly temporary and some minor permanent changes. The bridge width will remain the same and not expand into the park. However, an approximate 20-foot zone around the bridge will be subject to temporary impacts during construction, including portions of the city-owned patio between the creek and the building at 1724 Broadway on the east side of the road. The path and bridge reconstruction will require the removal of three trees and some shrubbery located in the area between the current bike path and the connecting path that proceeds up to street grade. The bridge reconstruction will also require the removal of one of the five Locust trees (the one closest to the bridge) that line the east side of Broadway between the bridge and Canyon Boulevard.

The bus stop currently located in front of the patio on the southeast corner of the bridge will be relocated to the north end of the bridge, approximately 235 feet to the north. This new bus stop will include benches, a shelter, and bike racks on a paved area. Between Canyon Boulevard and the path that connects to the creek path, the sidewalk will remain in the same location as it is now, but will be narrowed to 10 feet to provide a larger tree lawn adjacent to the mature trees along Broadway. Plans include the planting of new additional trees on the east side of the sidewalk in this area. At the bus stop, the paving will cover the area between the sidewalk and the street edge and the bike racks will be on paving that extends eastward towards the park. Therefore, there will be a total of four trees removed from Central Park. The net amount of land converted from recreation to transportation use with these changes will be 1300 square feet, or .029 acre. This amount is approximately one percent of the total area of Central Park's 3.209 acres. It is our opinion this would not be an adverse effect.

There will also be some temporary and permanent minor impacts to the Civic Center area, located on the west side of Broadway containing the Municipal Building (5BL6039). Again, there will be an approximate 20-foot zone around the bridge that will be subject to temporary construction impacts. This will require the removal of the shrubbery and three trees total at the northwest corner of the current bridge, including one of the four Locust trees lining the west side of Broadway.

The sidewalk on the west side of Broadway will be moved from its current attached configuration along the street edge to the west side of the Locust trees aligned along the edge of the park, 25 feet back from the street and closer to the Municipal Building. This sidewalk realignment would create a detached sidewalk in this area (consistent with the Civic Center Master Plan proposals) and the location has been coordinated with the City of Boulder Forestry staff. None of the present trees will be affected along this new sidewalk, and new additional trees will be planted along the building side of the sidewalk. Benches may be placed along the sidewalk as well. The current bus stop will be replaced and improved with a new bus stop, 75 feet to the north of its current location. The bus stop will include benches, a shelter, bike racks and a large planted area. The net amount of land converted from recreation to transportation use with these changes will be 1980 square feet, or .045 acre. This amount is approximately seven-tenths of one per cent of the total area of 6.295 acre of the Civic Center parcel which includes the Boulder Municipal Building. It is our opinion this would not be an adverse effect.

**PREVIOUSLY INVENTORIED PROPERTIES IN THE STUDY AREA THAT REQUIRE
OFFICIAL DETERMINATION OF ELIGIBILITY**

Site #	Name / Location	CDOT Determination of Eligibility	CDOT Determination of Effect
5BL2907	Chinook Clubhouse 1441 Broadway	Not Eligible	No effect
5BL2908	House 1453 Broadway	Not Eligible	No effect
5BL2909	House 1501 Broadway	Not Eligible	No effect
5BL2910	House 1511 Broadway	Not Eligible	No effect
5BL2911	K L Realty 1531 Broadway	Not Eligible	No effect
5BL3749	Siam Café & Sushi 1600 Broadway	Not Eligible	No effect
5BL4677 5BL4678	Alfalfa's 1645-1651 Broadway (Public Service Building) 1655 Broadway (Safeway Building)	Not Eligible	No effect
5BL6038	Rainbow Cleaners Alexander's Mexican Food 1650 Broadway	Not Eligible	No effect
5BL1129	1724 Broadway 32 Restaurant and Bar (Yocum's Photographic Studio)	Eligible	No effect
5BL6062	Broadway Bridge	Eligible	Adverse effect
5BL6063	Central Park	Eligible	No adverse effect
5BL859	Boulder and White Rock Ditch	Eligible	No effect
5BL5680	Boulder Bandshell Central Park	Eligible	No effect
5BL6039	Boulder Municipal Building 1777 Broadway	Eligible	No adverse effect
5BL572	First Congregational Church 1128 Pine St.	Eligible	No effect
5BL1137	Trinity Lutheran Church 2200 Broadway	Not Eligible	No effect
5BL6040	Boulder Masonic Temple 2205 Broadway	Eligible	No effect

We hereby request your concurrence with this determination of eligibility and effect. The environmental study of the Broadway Reconstruction project in Boulder and this historic resources survey report is being sponsored by CDOT and the City of Boulder and has been prepared to meet the requirements for compliance with the State Register Act, Article 80.1, Register of Historic Places and for compliance with Section 106 of the National Historic Preservation Act (as amended) and with the Advisory Council on Historic Preservation's regulations.

Ms. Contiguglia
November 8, 2001
Page 7

Thank you in advance for your prompt attention to this matter. If you require additional information, please contact CDOT Staff Historian Lisa Schoch at (303)512-4258.

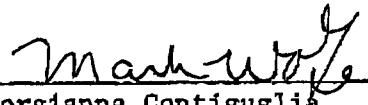
Very truly yours,



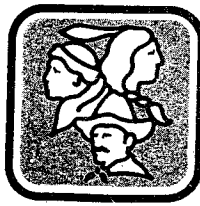
for  Rebecca D. Vickers
Environmental Programs Manager

cc: Bob Sadighian, CDOT Region 4
Alex May - City of Boulder
Deon Wolfenbarger - City of Boulder
George Tsiouvaras - Carter Burgess
Gina McAfee - Carter Burgess

I concur:

for 
Georgianna Contiguglia
State Historic Preservation Officer and President, Colorado Historical
Society

11/29/01
Date



COLORADO HISTORICAL SOCIETY

The Colorado History Museum 1300 Broadway Denver, Colorado 80203-2137

23 January 2002

Rebecca D. Vickers
Environmental Program Manager
Colorado Department of Transportation
Project Development Branch
4201 East Arkansas Ave.
Denver, CO 80222

RE: Broadway Reconstruction Project 070363.400.4.0212 and Broadway Bridge Replacement,
Boulder, Boulder County

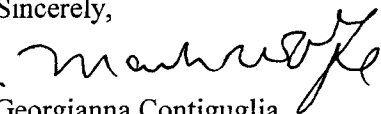
Dear Ms. Vickers:

Our office approved the overall Broadway Reconstruction Project in November 2001. At that time we expressed a desire to further investigate the Broadway Bridge replacement project. The Broadway Bridge is a significant historic structure that will be adversely impacted by the proposed project.

We believe, after consultation with the City of Boulder and CDOT, that the proposed new structure will have no adverse impact on the surrounding historic structures. The new bridge will allow for better channel flow through Boulder Creek as well as better traffic flow on Broadway. The design is similar to the existing Broadway Bridge. We would like to congratulate CDOT for including decorative metal guardrails in lieu of the standard, solid concrete ones. Again, we find that no historic properties will be affected by the new Broadway Bridge structure.

If you have any questions, please feel free to contact Joseph Saldibar, Architectural Services Coordinator, at (303) 866-3741. We look forward to hearing from you.

Sincerely,

for 

Georgianna Contiguglia
State Historic Preservation Officer, and
President, Colorado Historical Society

OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION

303-866-3392 * Fax 303-866-2711 * E-mail: oahp@chs.state.co.us * Internet: www.coloradohistory-oahp.org



COLORADO HISTORICAL SOCIETY

The Colorado History Museum 1300 Broadway Denver, Colorado 80203-2137

28 November 2001

Rebecca D. Vickers
Environmental Program Manager
Colorado Department of Transportation
Project Development Branch
4201 East Arkansas Ave.
Denver, CO 80222

RE: Broadway Bridge (5BL.6062) Reconstruction, State Highway 93, Boulder, Boulder County

Dear Ms. Vickers:

Thank you for your recent correspondence dated 8 November 2001, concerning the proposed replacement of the Broadway Bridge over Boulder Creek in the City of Boulder. Our office has also reviewed the eligibility and effects of the overall Broadway Reconstruction Project (#070363.400.4.0212). We wished to single out the Broadway Bridge for additional comments, as it is the only historic resource that will be adversely impacted by the Reconstruction project.

The Broadway Bridge was is a steel I-beam stringer bridge constructed in 1921 as part of a planned memorial for WWI veterans. The sides of the bridge are faced with decorative concrete fascia, railings, and light stands. All of these features contribute to the significance of the bridge. While it may not be possible to retain all of these features during reconstruction, we encourage CDOT to preserve and/or replicate as many of these features as possible.

If you have any questions, please feel free to contact Joseph Saldibar, Architectural Services Coordinator, at (303) 866-3741. We look forward to hearing from you.

Sincerely,

for Mark Wolfe
Georgianna Contiguglia
State Historic Preservation Officer, and
President, Colorado Historical Society

OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION

303-866-3392 * Fax 303-866-2711 * E-mail: oahp@chs.state.co.us * Internet: www.coloradohistory-oahp.org

ATTACHMENT D
Views of the City of Boulder



CITY OF BOULDER
Planning and Development Services

1739 Broadway, Third Floor • P.O. Box 791, Boulder, Colorado 80306-0791
phone 303-441-1880 • fax 303-441-3241 • email plandevlop@ci.boulder.co.us
www.ci.boulder.co.us/pwplan/

February 14, 2002

Rebecca Vickers
Environmental Programs Manager
Department of Transportation
State of Colorado
4201 East Arkansas Avenue
Denver, CO 80222

SUBJECT: Boulder Reconstruction Project 070363.400.4.0212

Dear Ms. Vickers:

Thank you for your letter of February 5, 2002. Your letter requested a response from the Landmarks Preservation Advisory Board, but since the letter arrived after the February meeting of the Board, I will be unable to provide a reply to the specifics in the letter in a timely manner. However, since the Board has met several times and discussed these various issues for hours, it is likely they would have the same comments regarding eligibility, potential impacts, and mitigation.

As a consulting party, I assume the Landmarks Board will be involved in the review of the finalized Memorandum of Agreement. Please take this letter as a recommendation to proceed with finalizing this document.

Again, the Landmarks Preservation Advisory Board appreciates the opportunity to comment, and on the efforts to include the Board in this project.

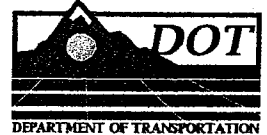
Sincerely,

Deon Wolfenbarger
Secretary to the Landmarks Preservation Advisory Board

Cc: Landmarks Preservation Advisory Board
Peter Pollock, Planning Director, City of Boulder
Tracy Winfree, Acting Director of Public Works for Transportation, City of Boulder
Alex May, Transportation Project Manager, City of Boulder
Noreen Walsh, Transportation Planner, City of Boulder
Joseph Saldibar, Colorado OAHF

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
Environmental Programs
4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9259



November 8, 2001

Ms. Georgianna Contiguglia
State Historic Preservation Officer
Colorado Historical Society
1300 Broadway
Denver, CO 80203

SUBJECT: Broadway Reconstruction Project 070363.400.4.0212

Dear Ms. Contiguglia:

This letter and the attached Survey Report constitute the request for concurrence with our Determination of Eligibility and Effects for the Broadway Reconstruction project in the City of Boulder, Colorado. For the location of the project area, see Figures 1 and 2 in the enclosed report.

The planned improvements include the reconstruction of Broadway (Colorado State Highway 93) with concrete pavement from University Ave. to Pine St., the reconstruction of the Broadway bridge at Boulder Creek, modification of the flood channel in the immediate area of the bridge, reconstruction of the multi-use path under Broadway, improvement of the existing bus stops and other streetscape elements, and the addition of landscaping. This project continues the reconstruction of Broadway extending from Regent St. to University Ave. that was constructed by the city in the early 1990's.

The reconstruction of Broadway will occur on the same alignment, and the Broadway Bridge will be replaced with a new structure, also on exactly the same road alignment. The design of the new bridge will present a similar arching girder concept, but it will clear span the entire channel. Although the final design of the bridge will have three spans total, the two shorter, outside spans will be hidden underground, to be used for future flood control measures. The center span across the creek and path will appear to be a single span. The north pier of the span across the creek and path would move approximately 35-45 feet to the north due to the longer span and slightly modified skew of the bridge. The Boulder Creek Path would then move up against the north pier. Construction phasing calls for one half of the bridge to be torn down and reconstructed while the other half remains open for traffic, with one lane in each direction.

The irrigation dam will be reconstructed so that the irrigation structures will function as they do presently, without any modifications. The new dam will be constructed of reinforced concrete replicating the same graceful curves on the existing dam. It will connect to the headgate in nearly the same location as the existing dam and the top of the dam will be at the same elevation. Included herewith is a packet of materials that describe the project to aid in your review. The project description material included with this submittal includes:

- General Roadway Plans – University Ave. to Pine St.
- Broadway Bridge Materials
 - General Roadway Plans
 - Attachment A – Analysis of the Bridge Alternatives for the Broadway Bridge over Boulder Creek

Ms. Contiguglia
November 8, 2001
Page 7

Thank you in advance for your prompt attention to this matter. If you require additional information, please contact CDOT Staff Historian Lisa Schoch at (303)512-4258.

Very truly yours,

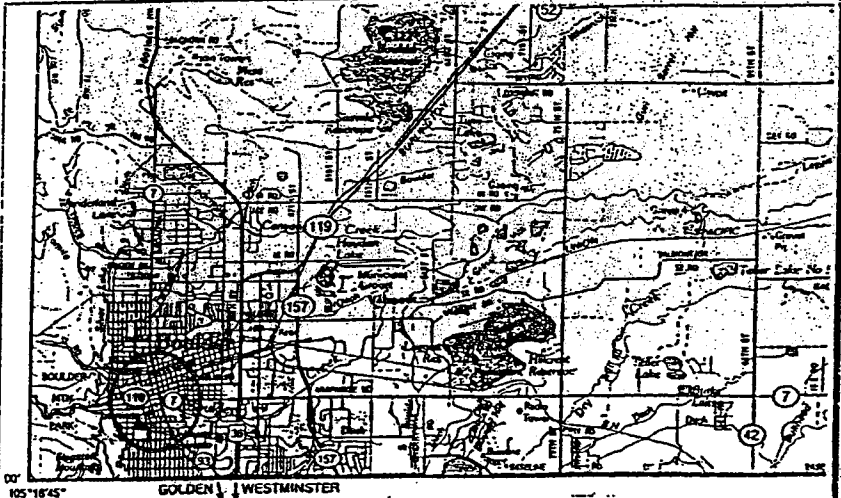


for Rebecca D. Vickers
Environmental Programs Manager

cc: Bob Sadighian, CDOT Region 4
Alex May - City of Boulder
Deon Wolfenbarger - City of Boulder
George Tsiouvaras - Carter Burgess
Gina McAfee - Carter Burgess

HISTORIC BRIDGE INVENTORY

Site No. 5BL6062

county	city	inv. no.	Office use only
Boulder	Boulder	BOU008	eligible for National Register <input type="checkbox"/> yes <input type="checkbox"/> no date _____ initials _____ Criteria <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D contributes to a potential National Register district <input type="checkbox"/> yes <input type="checkbox"/> no district name _____ eligible for State Register <input type="checkbox"/> yes <input type="checkbox"/> no date _____ initials _____ Criteria <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d <input type="checkbox"/> e areas of significance _____ period of significance _____ needs data <input type="checkbox"/> date _____ initials _____
structure name	CDOT No.		
Broadway Bridge	D-15-AO		
highway location	milepost		
highway carried SH 93 ML	18.77		
feature intersected BOULDER CREEK			
directions IN BOULDER			
owner	district		consultant's evaluation
Colorado Department of Transportation	4		National Register eligibility <input type="checkbox"/> eligible
4201 East Arkansas Avenue			Criterion A <input type="checkbox"/> N Criterion C <input type="checkbox"/> S
Denver, Colorado 80222			Numbers given for Criterion A refer to historic contexts given in the overview report. Letters for both Criteria refer to "S" significant and "N" non-significant.
dimensions			structure location
main span number 2	structure length 102.00		township 1N range 70W section 1/4 S 30
appr. span number 0	structure width 78.00		UTM zone _____ easting _____ northing _____
main span length 50.00	roadway width 50.00		USGS quad Boulder
structural information			historical information
superstructure steel I-beam stringer			erected 1921
substructure concrete abutments, wingwalls and pier			designer Boulder City Engineer
floor/decking concrete deck with asphalt overlay			fabricator _____
other features decorative concrete guardrails and light standards; concrete pylons with recessed panels; dentil course at roadway			contractor Mitchell & Albertson
arched concrete spandrels			info source city records
location map			historic/present use
			historic use city street bridge
			present use city street bridge
			condition
			excellent <input type="checkbox"/> good <input checked="" type="checkbox"/> fair <input type="checkbox"/> deter. <input type="checkbox"/>
			location
			original <input checked="" type="checkbox"/> moved <input type="checkbox"/>
			alterations
			type
			date(s)

taken from Delorme Colorado Atlas and Gazetteer, 1995.

CONSTRUCTION HISTORY

The town of Boulder was established in 1859 as one of the first communities formed during Colorado's initial gold rush. It was located strategically at the mouth of Boulder Canyon to provide access to the mining camps further up into the mountains. As a result of this siting, the town was bisected by Boulder Creek, and soon after its founding several bridges had been built over the creek. "There have been considerable changes in the status of things at the various places en route during the last twelve months," the *Rocky Mountain News* reported in November 1865, "among which new bridges across the Boulder streams." One of these early structures carried 12th Street, the first street to be improved by the town council after Boulder was incorporated in 1871.

Built of timber, the 12th Street Bridge was not particularly strong, and it required frequent maintenance to keep it serviceable. In May 1894, for instance, it was washed out entirely by a flood on Boulder Creek. Rebuilt the following year, the 12th Street Bridge carried traffic through the early 1900s. The situation changed in the late 1910s, however, when the city began planning to acquire adjacent Gamble Field to create a city park that would function as a memorial to World War I veterans. In March 1920 the city council voted to acquire the Gamble Field land, using a \$100,000 bond issue that had been voted by the Boulder electorate the previous November "for the purpose of acquiring a site for and the equipping of a recreation park in the City of Boulder to be known as 'Memorial Park.'" One of the features of the planned park development was the reconstruction of the 12th Street Bridge into a memorial structure. In February 1921 the city voted an additional bond issue of \$50,000 to erect the new bridge.

That spring City Engineer Jay Randolph drafted plans for the proposed structure. As delineated by Randolph, the new 12th Street Bridge would consist of two 33-foot steel spans, supported by reinforced concrete abutments and pier. The superstructure was to be made up of 20-inch-deep steel I-beam stringers, but arched concrete spandrels would give the bridge an all-concrete appearance befitting its memorial intent. The 50-foot-wide concrete roadway would be flanked on both sides by pedestrian sidewalks, which were bounded by decorative concrete guardrails. Battered concrete light standards with ornamental cast-iron fixtures were positioned at the bridge's four corners. The bridge featured classical architectural details, including a row of dentils at the road line on the spandrel, and pylons with recessed panels at the pier and abutments.

As with most major undertakings in Boulder, this was attended with controversy. In May 1921 CU Professor Junius Henderson lectured at length to the city council that "a bridge constructed according to such plans in a stream like Boulder Creek would prove to be unsafe, and especially in times of heavy storms or floods." Henderson complained that the bridge was too narrow and that the retaining wall on the south side would tend to accelerate stream flow, causing damage downstream. That month the city received construction bids from seven bridge companies: the Levy Construction Company, Colorado Bridge and Construction Company and Monarch Engineering Company, all of Denver, D.S. Reed from Littleton, Fraser & VanNote of Boulder, Albert Dobbis of Sterling and Mitchell & Albertson of Boulder. Low bidder at \$32,818, Mitchell and Albertson was awarded the contract. On May 26 Randolph presented revised plans for the bridge that incorporated Henderson's suggestions. The new 12th Street Bridge would be comprised of two 50-foot spans, with 24-inch I-beams substituted for the original 20-inch beams. The city renegotiated with the contractors, increasing the construction cost to \$47,061.

A Mitchell and Albertson gang began work that summer with the substructural excavation. By the first of August they had begun to place concrete in the abutments. A month later the contractors had completed some 40% of the work. The construction continued that autumn without incident. By early October the work was 75 percent complete with the superstructural steel in place; a month later it was 96 percent complete. By December 6, 1921, the 12th Street Bridge was finished. When the city encountered difficulties in acquiring the Gamble Field land, the school district purchased the property for use as Prep Field, which was dedicated in November 1926. Twelfth Street was subsequently renamed Broadway and the bridge renamed the Broadway Bridge, but the structure itself has remained in place in largely unaltered condition. In 1980 it was painted, but the structure remains otherwise unchanged.

HISTORICAL BACKGROUND

see Construction History



U.S. Department
Of Transportation
**Federal Highway
Administration**

Colorado Federal Aid Division
555 Zang Street, Room 250
Lakewood, CO 80228-1040

April 4, 2002

File: HDA-CO

Mr. Don Klima
Advisory Council on Historic Preservation
12136 West Bayaud Ave.
Suite 330
Lakewood, CO 80228

Dear Mr. Klima:

Transmitted herewith is the Documentation of Finding of Adverse Effect for the City of Boulder and Colorado Department of Transportation (CDOT) Broadway Reconstruction Project 070363.400.4.0212.

The Federal Highway Administration (FHWA) and the Colorado State Historic Preservation Officer (SHPO) have agreed that the proposed undertaking will have an Adverse Effect on the Broadway Bridge, which was determined eligible for listing on the National Register of Historic Places by the SHPO in May 2001.

FHWA is submitting this Documentation of Finding of Adverse Effect, pursuant to the Advisory Council Regulations, 36 CFR Part 800, Section 800.6 (a) (1). In accordance with the process set forth in the regulations, mitigation measures have been agreed upon with the SHPO and are outlined in the request for concurrence of effects (Attachment C of the Documentation).

If there are any questions regarding this project, please contact CDOT staff historian Lisa Schoch at (303) 512-4258.

Sincerely yours,

William C. Jones
Division Administrator

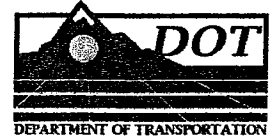
Enclosure

cc: Mr. Thomas E. Norton, Executive Director, CDOT, Attention: Ms. Becky Vickers,
Environmental Program, CDOT
Ms. Lisa Schoch, Environmental Program, CDOT
Ms. Karla Harding, Region 4 Transportation Director, CDOT
Attention: Jeff Manuel, Region Planning and Environmental Manager

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Office of Environmental Services
4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9011



April 11, 2002

Georgianna Contiguglia
State Historic Preservation Officer
Colorado Historical Society
1300 Broadway
Denver, CO 80203

RE: Broadway Reconstruction Project, Project 070363.400.4.0212, Boulder, Colorado

Dear Ms. Contiguglia:

The Colorado Department of Transportation, on behalf of the Federal Highway Administration, is forwarding a copy of the executed Memorandum of Agreement for the above-referenced project. The agreement has been filed with the Advisory Council on Historic Preservation, in correspondence dated April 8, 2002 (attached).

The Broadway Bridge will be recorded prior to demolition according to Level II standards established by OAHF Form #1595. When complete, copies of the recordation will be provided to your office and a local archive.

Thank you for your assistance in the preparation of this agreement. Should you have any questions, please contact Lisa Schoch, CDOT staff historian, at (303) 512-4258.

Very truly yours,

Rebecca D. Vickers
Manager
Office of Environmental Services

Enclosures

cc: Jeff Manuel, Region 4
Gina McAfee, Carter & Burgess
Gail Keeley, Hermesen Consultants
File/CF/RF



U.S. Department
Of Transportation
**Federal Highway
Administration**

Colorado Federal Aid Division
555 Zang Street, Room 250
Lakewood, CO 80228-1040

April 8, 2002

Mr. Don Klima
Advisory Council on Historic Preservation
12136 West Bayaud Avenue
Suite 330
Lakewood, CO 80226

Dear Mr. Klima:

Transmitted herewith is an original Memorandum of Agreement (MOA) for the Broadway Reconstruction Project 070363.400.0212, Boulder County.

The Federal Highway Administration (FHWA) and the Colorado State Historic Preservation Officer (SHPO) have agreed that the proposed undertaking will have an Adverse Effect on the Broadway Bridge (5BL6062). The Colorado Department of Transportation (CDOT) and the City of Boulder signed this agreement as invited signatories.

In accordance with the process set forth in the Council regulations, Section 800.6(b)(1)(iv), mitigation measures and measures considered to avoid or minimize the undertaking's adverse effects have been agreed upon with the SHPO and the City of Boulder and are outlined in the MOA. Please note that the Determination Adverse Effect was sent on March 15, 2002, after the MOA was circulated for signature by CDOT, the SHPO, and the City of Boulder. There have been no substantive revisions or additions to the documentation provided the Council, nor additional views expressed by the public concerning this project.

If there are any questions, please contact CDOT staff historian Lisa Schoch at (303) 512-4258.

Sincerely yours,

William C. Jones
Division Administrator

Enclosure

cc: Mr. Thomas E. Norton, Executive Director, CDOT, Attention: Ms. Becky Vickers,
Environmental Programs, CDOT
Ms. Lisa Schoch, Environmental Programs, CDOT, (w/original MOA)
Ms. Karla Harding, Region 4 Transportation Director, CDOT, Attention: Jeff Manuel,
Region 4 Planning and Environmental Manager

**MEMORANDUM OF AGREEMENT
SUBMITTED TO THE STATE HISTORIC PRESERVATION OFFICER
PURSUANT TO 36 CFR 800.6(c)
REGARDING HISTORIC PROPERTIES AFFECTED BY THE
BROADWAY RECONSTRUCTION PROJECT, PROJECT 070363.400.4.0212,
IN BOULDER, COLORADO**

WHEREAS, the Federal Highway Administration (FHWA) has determined, after an historical resource assessment prepared as part of the National Environmental Policy Act (NEPA) process, that the Broadway Reconstruction Project in Boulder, Colorado will have an affect upon properties included or eligible for inclusion on the National Register of Historic Places (NRHP) and has consulted with the Colorado State Historic Preservation Officer (SHPO), pursuant to 36 CFR Part 800, as amended June 17, 1999, implementing Section 106 of the National Historic Preservation Act [16 U.S.C.470(f)],

WHEREAS, the historic property that will be affected by this Memorandum of Agreement is the Broadway Bridge, unique for its accomplished architecture with classical design and detailing and for its pivotal location in Boulder traffic,

WHEREAS, the Colorado Department of Transportation and the City of Boulder have participated in the consultation and have been invited to concur in this Memorandum of Agreement,

NOW, THEREFORE, FHWA and the Colorado SHPO agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect this project will have on the Broadway Bridge.

STIPULATIONS

FHWA shall ensure that the following measures are carried out:

1. Mitigation

The Broadway Bridge will be recorded prior to demolition so that there will be a permanent record of its present appearance and history. Recordation shall consist of Level II documentation as determined in consultation with the SHPO, and established in OAHF Form #1595, Historical Resource Documentation: Standards for Level I, II, III Documentation. All documentation must be accepted by the SHPO prior to the start of construction. Copies of the documentation will be provided to the SHPO and to a local archive designated by the SHPO. This will include historic research and documentation. Archivaly stable photographs of the Broadway Bridge, 5BL6062, will be taken and provided to the SHPO. The photos will be printed on archivaly processed paper and attached to archival mount cards. The negatives will be placed in archival sleeves.

2. Monitoring

The signatories may monitor activities carried out pursuant to this Agreement. The FHWA will cooperate with the Signatories in carrying out their monitoring and review responsibilities.

3. Dispute Resolution

Should any party to this agreement object at any time to any actions proposed or the manner in which the terms of this MOA are implemented, FHWA shall consult with the objecting party(ies) to resolve the objection. If FHWA determines, within 30 days, that such objection(s) cannot be resolved, FHWA will:

- A. Forward all documentation relevant to the dispute to the Council in accordance with 36 CFR Section 800.2(b)(2). Upon receipt of adequate documentation, the Council shall review and advise FHWA on the resolution of the objection within 30 days. Any comment provided by the Council, and all comments from the parties to the MOA, will be taken into account by FHWA in reaching a final decision regarding the dispute.
- B. If the Council does not provide comments regarding the dispute within 30 days after receipt of adequate documentation, FHWA may render a decision regarding the dispute. In reaching its decision, FHWA will take into account all comments regarding the dispute from the parties to the MOA.
- C. FHWA's responsibility to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute remain unchanged. FHWA will notify all parties of its decision in writing before implementing that portion of the Undertaking subject to dispute under this stipulation. FHWA's decision will be final.

4. Amendments and Noncompliance

If any signatory to this MOA, including any invited signatory, determines that its terms will not or cannot be carried out or that an amendment to its terms must be made, that party shall immediately consult with the other parties to develop an amendment to this MOA pursuant to 36 CFR §§800.6(c)(7) and 800.6(c)(8). The amendment will be effective on the date a copy signed by all of the original signatories is filed with the Council. If the signatories cannot agree to appropriate terms to amend the MOA, any signatory may terminate the agreement in accordance with Stipulation 6, below.

5. Suspension of Agreement

Any party to this Agreement may suspend it by written notice to the other consulting parties. If this occurs, the parties will consult further to determine whether the issues can be resolved and the agreement re-implemented in an amended form.

6. Termination

If an MOA is not amended following the consultation set out in Stipulation 3 above, it may be terminated by any signatory or invited signatory. Within 30 days following termination, the FHWA shall notify the signatories if it will initiate consultation to execute an MOA with the signatories under 36 CFR §800.6(c)(1) or request the comments of the Council under 36 CFR §800.7(a) and proceed accordingly.

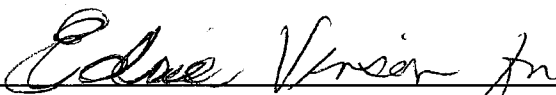
7. Reporting

Within ninety (90) days after carrying out the terms of this Agreement, FHWA shall provide a written report to all signatories to the Agreement on the actions taken to fulfill the terms of the Agreement.

8. This Agreement is intended as the complete integration of all understandings among the parties, their successors and assigns with respect to the subject matter set out herein. No prior or contemporaneous addition, deletion, or other amendment hereto shall have any force or effect whatsoever, unless embodied herein in writing. No subsequent notation, renewal, addition, deletion or other amendment hereto shall have any force or effect unless embodied in a written amendatory or other Agreement executed by the parties and signed by the signatory of the original Agreement. This Agreement and any amendments shall be binding upon the parties, their successors and assigns.

Execution of this Memorandum of Agreement by FHWA and the Colorado SHPO, its subsequent filing by the Council and implementation of its terms, evidences that FHWA has taken into account the effects of the Broadway Reconstruction Project on historic properties.

FEDERAL HIGHWAY ADMINISTRATION

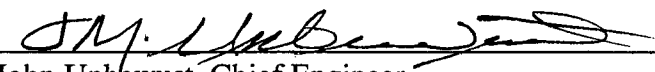
By:  April 3, 2002
William C. Jones, Division Administrator (Date)

COLORADO STATE HISTORIC PRESERVATION OFFICER


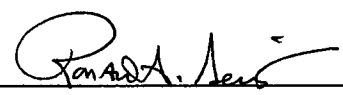
By:  2/22/02
For Georgianna Contiguglia, State Historic Preservation Officer (Date)

CONCUR:

COLORADO DEPARTMENT OF TRANSPORTATION

By:  2-15-02
John Unbewust, Chief Engineer (Date)

CITY OF BOULDER

 By:  3-18-02
City Manager (Date)

Supporting Documentation

Historic Resources Survey Report, Broadway Reconstruction, Boulder Colorado, prepared by Hermsen Consultants, October 24, 2001.

Advisory Council On Historic Preservation

The Old Post Office Building
1100 Pennsylvania Avenue, NW, #809
Washington, DC 20004

Reply to: 12136 West Bayaud Avenue, #330
Lakewood, Colorado 80226

April 16, 2002

William C. Jones
Division Administrator
Federal Highway Administration
Colorado Federal Aid Division
555 Zang Street, Room 250
Lakewood, CO 80228-1040

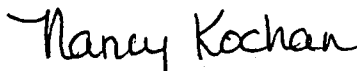
RE: *Broadway Reconstruction Project, Boulder County, CO*

Dear Mr. Jones:

On April 8, 2002, we received your notification and supporting documentation regarding the adverse effects of the referenced project, a property eligible for inclusion in the National Register of Historic Places. Based upon the information you provided, we do not believe that our participation in consultation to resolve adverse effects is needed. However, should circumstances change, please notify us so we can re-evaluate if our participation is required. Pursuant to 36 CFR 800.6(b)(iv), you will need to file the Memorandum of Agreement, and related documentation at the conclusion of the consultation process. The filing of this Agreement with the Council is necessary to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with your notification of adverse effect. If you have any questions, please contact Jane Crisler at 303/969-5110 or via eMail at jcrisler@achp.gov

Sincerely,



Nancy Kochan
Office Administrator/Technician
Western Office of Federal
Agency Programs

Advisory Council On Historic Preservation

The Old Post Office Building
1100 Pennsylvania Avenue, NW, #809
Washington, DC 20004

Reply to: 12136 West Bayaud Avenue, #330
Lakewood, Colorado 80226

May 14, 2002

William C. Jones
Division Administrator
Federal Highway Administration
555 Zang Street, Room 250
Lakewood, CO 80228-1040

REF: *Broadway Reconstruction Project, Boulder County, CO, 070363.400.0212*

Dear Mr. Jones:

On May 10, 2002, the Council received from you a Memorandum of Agreement for the referenced project. In accordance with Section 800.6(b)(1) of the Council's regulations, "Protection of Historic Properties" (36 CFR Part 800), the Council acknowledges receipt of the Agreement, along with the supporting project documentation, executed by FHWA and the Colorado State Historic Preservation Officer.

The filing of this Agreement completes the requirements of Section 106 of the National Historic Preservation Act and the Council's regulations. Please provide copies of the signed Agreement to all consulting parties for their records.

If we can be of any additional assistance, please contact me (303) 969-5110, or by eMail at nkochan@achp.gov.

Sincerely,



Nancy Kochan
Office Administrator/Technician
Western Office of Federal
Agency Programs

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Environmental Programs
4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9259



May 7, 2002

Mr. William C. Jones, Division Administrator
Federal Highway Administration, Colorado Division
555 Zang Street, Room 250
Lakewood, Colorado 80228

SUBJECT: Programmatic 4(f) Evaluations for Broadway Reconstruction Project 070363.400.4.0212

Dear Mr. Jones:

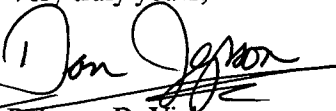
The transportation project referenced above, located in the City of Boulder, involves the reconstruction of Broadway (State Highway 93) with concrete pavement from University Avenue to Pine Street, reconstruction of the Broadway bridge at Boulder Creek, modification of the flood channel in the immediate area of the bridge, reconstruction of the multi-use path under Broadway, improvement of the existing bus stops and other streetscape elements, and the addition of landscaping.

As part of this project the Broadway bridge (5BL6062) will be replaced, which will result in an adverse effect to this structure. The bridge was officially determined eligible to the National Register of Historic Places in November 2001 by the Colorado State Historic Preservation Officer. There will be No Adverse Effect to the other 4(f) resources impacted by this project, including the Municipal Building (5BL6039), Central Park (5BL5680), and the Boulder Streetcar Tracks (5BL8937).

Enclosed for your review and concurrence are the following four documents: two Programmatic 4(f) Evaluations for Historic/Prehistoric Sites, a Programmatic 4(f) Evaluation for Historic Bridge, and a Programmatic 4(f) Evaluation for Public Parks. The Memorandum of Agreement (MOA) for this project was recently executed by your office, a copy of which is attached. Please sign the 4(f) documents, make copies for your files, and send the fully executed originals to CDOT Staff Historian Lisa Schoch in the Environmental Programs office.

If you have questions or require additional information, please contact Ms. Schoch at (303)512-4258.

Very truly yours,

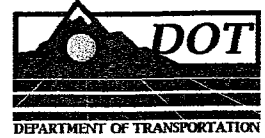

for Rebecca D. Vickers
Environmental Programs Manager

Enclosures

MEMORANDUM

DEPARTMENT OF TRANSPORTATION

4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9011



TO: Jeff Manuel, Region 4
FROM: Lisa Schoch, Environmental Programs
DATE: May 16, 2002
RE: Signed Section 4(f) Evaluations for Broadway Reconstruction project, subacct. 11871

Attached please find copies of the fully executed Section 4(f) programmatic evaluations for the Broadway Reconstruction project for your files. Note that FHWA did make some corrections in the evaluation of the Public Park. On the 3rd page of the cover letter under item 4, Edrie Vinson revised the total acreage converted to transportation use from the original .74 to .074 acres, and on the 3rd page of the checklist under item 4, last paragraph, she made the same revision. I spoke with Edrie and she confirmed that this 4(f) evaluation does not need to be resubmitted.

I have kept the original signed 4(f) evaluations in my office. However, I did forward to you some original forms that were attached to the signed 4(f) evaluations.

Cc: File/CF/RF

COLORADO DEPARTMENT OF TRANSPORTATION

Nationwide Section 4(f) Programmatic Evaluation for Federally-Aided Highway Projects with Minor Involvement with Historic/Prehistoric Sites (Municipal Building)

PROJECT: Broadway Reconstruction Project

SUBACCOUNT: 11871

DATE: 4-19-02

PROJECT DESCRIPTION

The general project area includes about 1.1 km (.7 mi.) of roadway located in the City of Boulder, Colorado. The project limits begin on Broadway (Colorado State Highway 93) at its intersection with University Ave. and continue to the north where it terminates at its intersection with Pine St. The land to be affected by construction of these transportation improvements is in Boulder County, within the City of Boulder.

The planned improvements include the reconstruction of Broadway with concrete pavement from University Ave. to Pine St., the reconstruction of the Broadway bridge at Boulder Creek, modification of the flood channel in the immediate area of the bridge, reconstruction of the multi-use path under Broadway, improvement of the existing bus stops and other streetscape elements and the addition of landscaping. This project continues the reconstruction of Broadway extending from Regent St. to University Ave. that was constructed by the city in the early 1990's.

This area is characterized by a variety of land uses that includes portions of the University of Colorado, apartments for student housing, and diverse commercial development including restaurants, retail shops and services. The historic bridge in the center of the project area is immediately contiguous to these uses and numerous public buildings, facilities and parks. The Municipal Building is eligible to the National Register of Historic Places under Criterion A for its association with the history of local government in Boulder. The building is also significant under Criterion C as an important representative example of the International style of architecture that was built by Boulder architect James M. Hunter.

APPLICABILITY

The project documentation, circumstances, studies and consultations clearly demonstrate that all of the following criteria for using the Nationwide 4(f) have been addressed:

1. Project lies on essentially the same alignment.

The bridge and roadway structures will not be widened anywhere along the corridor. The bridge span will be lengthened, but only within the confines of the current right of way. However, along Broadway in front of the parcel that contains the Municipal Building, the current bus stop will be replaced with an improved bus stop, approximately 75 feet to the north of its current location. The improved bus stop will include benches, a shelter, bike racks and a large planted area.

2. Historic/Prehistoric site involved is located adjacent to the existing highway.

The parcel along Broadway where one of the improved bus stops is to be built contains the Municipal Building.

3. Project does not require removal or alteration of historic buildings, structures or objects on the historic site.

None of the historic structures or resources within Central Park or on the Municipal Building parcel will be affected. The Municipal Building will not be altered or removed. A small amount of land will be taken from this parcel to construct an improved bus stop along Broadway. However, only .045 acres, which is less than one percent of the site's total land area of 6.295 acres, will be used.

4. Project does not disturb or remove archaeological resources that should be preserved in place.

There are no archaeological resources on the site, and the project has received archaeological clearance, according to correspondence dated June 6, 2001.

5. Impacts to the 4(f) resource are minor: either No Effect or No Adverse Effect.

The reconstruction project has been determined to have No Adverse Effect on the Municipal Building because the conversion of land to transportation use is less than one percent of the total area of the parcel on which it sits.

6. Project does not require preparation of an EIS.

The project will require only a categorical exclusion.

ALTERNATIVES

The project documentation, circumstances, studies and consultations clearly demonstrate that all of the following three alternatives have been fully considered:

1. Do Nothing

The Do Nothing Alternative is not feasible and prudent because it does not correct existing safety hazards or existing deteriorated conditions and maintenance problems, nor does it eliminate the possibility the bridge could wash away in a flood.

2. Improve highway without using the adjacent historic site.

It is not feasible and prudent to avoid the use of Section 4(f) land that house the historic structure because implementing such measures would result in the project not meeting identified transportation needs and the impacts, cost, or problems would be great and unusual when compared with the proposed use of the Section 4(f) lands.

3. Build on a new location without using the historic site.

It is not feasible and prudent to avoid Section 4(f) land by construction on a new alignment because the new location would result in substantial adverse social, economic and environmental impacts. A new alignment would seriously disrupt the established travel patterns on Broadway, cause substantial damage to wetlands and vegetation within the parks on either side of Broadway, and result in the displacement of substantial numbers of businesses and city facilities.

MEASURES TO MINIMIZE HARM

There is a significant commitment to mitigation on this project. All construction staging areas and impact zones will be restored. All grassy areas in the parks on both sides of the bridge will be restored and replaced, including the areas in front of the Municipal Building where the sidewalk alignment changes. Retaining walls, probably terraced, will be constructed along the north side of the path where it goes under the bridge, and planted where possible. These changes, along with the wider and straighter path, will improve sight lines for oncoming traffic on the path, thereby reducing accidents. Because of the move

northward and the widening, drainage of the path will be improved, although it may not be possible to keep it open during all flood events. Temporary closures of the path during construction will be kept to a minimum, and adequate detour signing will be provided. Barriers to prevent kayakers and tubers from crossing under the bridge during construction will be provided as needed. The light pilasters removed from the bridge will be saved for possible display within the park. Design of the new bridge will carry the design themes of the existing bridge, including monumentation, graceful arches, transparency of the railing, and the scale of the existing Civic Center. Coordination with the city's forestry department will occur for the removal, protection and replacement of trees within the parks and along Broadway.

COORDINATION

Agreement among the SHPO, ACHP, FHWA and the Certified Local Government, represented by the Boulder Landmarks Preservation Board, has been reached through the Section 106 process of the NHPA on measures to minimize harm and those measures are incorporated into the project. The SHPO agreed in the concurrence letter dated January 23, 2002. A memorandum of agreement was signed. The proposed measures to minimize harm are also fully documented in the concurrence letter signed by Doug Hawthorne, Boulder City Parks Superintendent, dated November 26, 2001. There are no Federal interests on any of the historic sites, so there are no appropriate agencies to be contacted for their comments on the proposed action.

DETERMINATION:

Based upon an examination of project documentation, circumstances, studies, and consultations as summarized in the foregoing, it is determined that this project meets the criteria for use of the Programmatic Section 4(f) Evaluation for Historic/Prehistoric Sites and that there are no feasible and prudent alternatives the use of the land from the historic site.



Broadway Reconstruction Project

Potential Park Areas Affected

Planned Improvements

Present Facilities



20-Foot Construction Zone



Trees Removed or Replaced

90 0 90 Feet

10 0 10 20 30 40 Meters

Carter-Burgess



Canyon Blvd (SH7)

Bandshell

Central Park

New Sidewalk
Alignment

Municipal Building

Improved
Bus Stop

Improved
Bus Stop

Existing
Storm Sewer

New Storm
Sewer

Boulder Creek

New Creek Path
Alignment

Buried Utility
Trench

New Bridge

Park Central
Office Bldg.

1724 Broadway

New Britain
Office Bldg.

Broadway

Existing
Storm Sewer

Arapahoe Ave

New Storm Sewer

Streetcar tracks run buried underneath the center of Broadway. They are located, intermittently, between University and Walnut Sts., and Spruce and Pine Sts., including on the bridge.

COLORADO DEPARTMENT OF TRANSPORTATION

Nationwide Section 4(f) Programmatic Evaluation Checklist Historic/Prehistoric Sites (Municipal Building)

PROJECT: Broadway Reconstruction BR 0931-023

SUBACCOUNT: 11871

DATE: 4-19-02

	True/Yes	No
A. Does the evaluation document address all criteria for using the Nationwide 4(f)?	True	
1. Project lies on essentially the same alignment. Documentation: The bridge and roadway structures will not be widened anywhere along the corridor. The bridge span will be lengthened, but only within the confines of the current right of way. However, along Broadway in front of the parcel that contains the Municipal Building, the current bus stop will be replaced with an improved bus stop, approximately 75 feet to the north of its current location. The improved bus stop will include benches, a shelter, bike racks and a large planted area.	True	
2. Historic/Prehistoric site involved is located adjacent to the existing highway. Documentation: The parcel along Broadway where one of the improved bus stops is to be built contains the Municipal Building.	True	
3. Project does not require removal or alteration of historic buildings, structures or objects on the historic site. Documentation: None of the historic structures or resources within Central Park or on the Municipal Building parcel will be affected. The Municipal Building will not be altered or removed. A small amount of land will be taken from this parcel to construct an improved bus stop along Broadway. However, only .045 acres, which is less than one percent of the site's total land area of 6.295 acres, will be used.	True	
4. Project does not disturb or remove archaeological resources that should be preserved in place. Documentation: There are no archaeological resources on the site, and the project has received archaeological clearance, according to correspondence dated June 6, 2001.	True	

<p>5. Impacts to the 4(f) resource are minor: either No Effect or No Adverse Effect.</p> <p>Documentation: The reconstruction project has been determined to have No adverse Effect on the Municipal Building because the conversion of land to transportation use is less than one percent of the total area of the parcel on which it sits.</p>	True	
<p>6. Project does not require preparation of an EIS.</p> <p>Documentation: The project will require only a categorical exclusion.</p>	True	
<p>B. Does the document clearly demonstrate that the three avoidance alternatives have been fully considered?</p>		
<p>1. Do Nothing</p> <p>Documentation: The Do Nothing Alternative is not feasible and prudent because it does not correct existing safety hazards or existing deteriorated conditions and maintenance problems, nor does it eliminate the possibility the bridge could wash away in a flood.</p>	True	
<p>2. Improve highway without using the adjacent historic site.</p> <p>Documentation: It is not feasible and prudent to avoid Section 4(f) land because implementing such measures would result in the project not meeting identified transportation needs and the impacts, cost, or problems would be great and unusual when compared with the proposed use of the Section 4(f) lands.</p>	True	
<p>3. Build on a new location without using the historic site.</p> <p>Documentation: It is not feasible and prudent to avoid Section 4(f) land by construction on a new alignment because the new location would result in substantial adverse social, economic and environmental impacts. A new alignment would seriously disrupt the established travel patterns on Broadway, cause substantial damage to wetlands and vegetation within the parks on either side of Broadway, and result in the displacement of substantial numbers of businesses and city facilities.</p>	True	


<p>C. Does the document support a determination that the proposed action includes all possible planning to minimize harm?</p> <p>Documentation: There is a significant commitment to mitigation on this project. All construction staging areas and impact zones will be restored. All grassy areas in the parks on both sides of the bridge will be restored and replaced, including the areas in front of the Municipal Building where the sidewalk alignment changes. Retaining walls, probably terraced, will be constructed along the north side of the path where it goes under the bridge, and planted where possible. These changes, along with the wider and straighter path, will improve sight lines for oncoming traffic on the path, thereby reducing accidents. Because of the move northward and the widening, drainage of the path will be improved, although it may not be possible to keep it open during all flood events. Temporary closures of the path during construction will be kept to a minimum, and adequate detour signing will be provided. Barriers to prevent kayakers and tubers from crossing under the bridge during construction will be provided as needed. The light pilasters removed from the bridge will be saved for possible display within the park. Design of the new bridge will carry the design themes of the existing bridge, including monumentation, graceful arches, transparency of the railing, and the scale of the existing Civic Center. Coordination with the city's forestry department will occur for the removal, protection and replacement of trees within the parks and along Broadway.</p>	True	
<p>D. Does the document clearly explain the proposed measures to minimize harm?</p> <p>Documentation: The proposed measures to minimize harm are fully documented in the concurrence signed by Doug Hawthorne, Boulder City Parks Superintendent, dated November 26, 2001.</p>	True	
<p>E. Have all agencies (CDOT, FHWA, and SHPO) agreed to the measures to minimize harm in accordance with 36 CFR Part 800?</p> <p>Documentation: The SHPO agreed in the concurrence letter dated January 23, 2002.</p>	True	
<p>F. If the historic site is encumbered with Federal interests, have the appropriate agencies been contacted for their comments on the proposed action?</p> <p>Documentation: There are no Federal interests on any of the historic sites.</p>	True	
<p>G. Does the document conclude with the statement that there are no feasible and prudent alternatives to the use of land from the historic sites?</p> <p>Documentation: There are no feasible and prudent alternatives to the use of the land from the historic sites.</p>	True	


DETERMINATION:

Based upon an examination of project documentation, circumstances, studies, and consultations as summarized in the foregoing, it is determined that this project meets the criteria for use of the Programmatic Section 4(f) Evaluation for Historic/Prehistoric Sites and that there are no feasible and prudent alternatives the use of the land from the historic site.

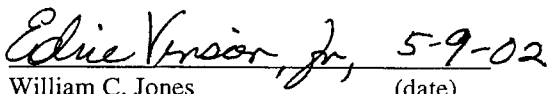
SUBMITTED BY:

CONCURRENCE BY:


Stan Elmquist (date)
Region 4 Planning & Environmental Manager
Colorado Department of Transportation


Rebecca D. Vickers (date)
Environmental Program Manager
Colorado Department of Transportation

APPROVED BY:


William C. Jones (date)
Division Administrator, Colorado Division
Federal Highway Administration

COLORADO DEPARTMENT OF TRANSPORTATION

Nationwide Section 4(f) Programmatic Evaluation and Approval for Federally-Aided Highway Projects that Affect Historic Bridges

PROJECT: Broadway Reconstruction BR 0931-023

SUBACCOUNT: 11871

DATE: 4-19-02

PROJECT DESCRIPTION

The general project area includes about 1.1 km (.7 mi.) of roadway located in the City of Boulder, Colorado. The project limits begin on Broadway (Colorado State Highway 93) at its intersection with University Ave. and continue to the north where it terminates at its intersection with Pine St. The land to be affected by construction of these transportation improvements is in Boulder County, within the City of Boulder.

The planned improvements include the reconstruction of Broadway with concrete pavement from University Ave. to Pine St., the reconstruction of the Broadway bridge at Boulder Creek, modification of the flood channel in the immediate area of the bridge, reconstruction of the multi-use path under Broadway, improvement of the existing bus stops and other streetscape elements and the addition of landscaping. This project continues the reconstruction of Broadway extending from Regent St. to University Ave. that was constructed by the city in the early 1990's.

This area is characterized by a variety of land uses that includes portions of the University of Colorado, apartments for student housing, and diverse commercial development including restaurants, retail shops and services. The historic bridge in the center of the project area is immediately contiguous to these uses and numerous public buildings, facilities and parks. The Broadway Bridge, which spans Boulder Creek, is considered eligible to the National Register of Historic Places under Criterion C for its architectural and design features and its dual roles in transportation and urban planning.

APPLICABILITY

This programmatic Section 4(f) evaluation will be applied to this project because it meets the required criteria. These criteria are:

1. The project is federally funded by the Federal Highway Administration (FHWA), with additional funds from the Colorado Department of Transportation and the City of Boulder.
2. The project will require the use of the historic Broadway Bridge structure, which has been determined to be eligible for listing on the National Register of Historic Places by the project historic resources report.
3. The bridge is not a National Historic Landmark.
4. The State Historic Preservation Officer (SHPO), the Boulder Landmarks Preservation Board, and the Federal Highway Administration (FHWA) have reached agreement pursuant to Section 106 of the National Historic Preservation Act, as amended.

ALTERNATIVES

A number of alternatives to the Proposed Action have been investigated for this project to determine if there are any feasible or prudent alternatives that would not require the removal or destruction of the historic bridge. Several of the original alternatives were eliminated as part of the review process and the following three alternatives were selected for further consideration. The alternatives listed below avoid any use of the historic bridge:

1. Do Nothing
2. Build a new structure at a different location without affecting the historic integrity of the old bridge, as determined by procedures implementing the NHPA.
3. Rehabilitate the historic bridge without affecting the historic integrity of the structure, as determined by procedures implementing the NHPA.

These alternatives have been studied, and none were found to solve the problems adequately.

FINDINGS

1. The Do Nothing Alternative has been studied and it was determined that it ignores the basic transportation needs. For the following reasons this alternative is not feasible and prudent:
 - a. Maintenance: The Do Nothing Alternative does not correct the situation that causes the bridge to be considered structurally deficient or deteriorated:
 - Inadequate conveyance of major flood event.
 - Required interim, short-term repairs to the foundation to address distress in supports including repairs to three-foot deep voids in the pier wall.
 - Deterioration of the structural steel has caused significant loss of structural capacity at the abutments and pier.
 - Concern for catastrophic failure related to existing foundations that bear directly on underlying soil and are not safely embedded into bedrock.
 - Deck deterioration and section loss at curb lines.
 - Deck spalls and punch-through penetrations of the bridge deck; some have occurred over the path requiring temporary shoring to eliminate debris fall hazards.

These deficiencies can lead to sudden collapse and potential injury or loss of life. Normal maintenance is not considered adequate to cope with the situation.

- b. Safety: The Do Nothing Alternative does not correct the situation that causes the bridge to be considered deficient:
 - Bridge rail does not meet acceptable traffic load criteria and has required patching of spalled concrete numerous times.
 - Lead based paint on steel stringers.
 - Sidewalk surfaces on the bridge have been repaired many times to repair surface spalls and eliminate tripping hazards.

- Deck spalls and punch-through penetrations of the bridge deck; some have occurred over the path requiring temporary shoring to eliminate debris fall hazards.

Because of these deficiencies, the bridge poses serious and unacceptable safety hazards to the traveling public.

2. Build on New Location Without Using the Old Bridge

Investigations have been conducted to construct a bridge in a new location or parallel to the old bridge.

- Broadway (Colorado State Highway 93) is a major urban arterial traversing the entire City of Boulder, CO. It is an important multi-modal connection for transit, motorists, pedestrians and bicyclists with access to the Boulder Creek Path below. In the project area, Broadway currently carries approximately 30,000 vehicles per day. Broadway is identified in the city's Transportation Master Plan as one of four north-south multi-modal corridors, carrying a significant portion of the travel through the city and is targeted for improvements in all modes of travel to accommodate increased travel demand. The adverse social, economic and environmental effects of rerouting Broadway so that it would cross the creek at a different location than the current bridge would be of an extraordinary magnitude. Because of Broadway's status and use as an important transportation corridor, such impacts as the displacement of a significant number of city facilities, families and businesses; serious disruption of the established travel patterns on Broadway, and access and damage to parks, wetlands and other Section 4(f) properties cumulatively weigh heavily against relocation to a new site.
- The preservation of the old bridge is not feasible and prudent even if a new bridge was to be built at a new location. There is no location nearby along the creek with enough room to house the old bridge without causing the same extraordinary effects as mentioned in the preceding paragraph.

For these reasons, this alternative is determined to be not feasible and prudent.

3. Rehabilitation Without Affecting the Historic Integrity of the Bridge

To determine the feasibility of a rehabilitation option for the existing bridge the following actions were taken:

- Analysis of existing bridge inspection reports
- Detailed inspection of bridge including: analysis of bridge maintenance history; material testing of bridge rail by X-ray; floodplain analysis; and discussions with CDOT to determine bridge-railing requirements.

The information from this analysis was compiled and a rehabilitation option formulated. This option would include the removal and replacement of the majority of the bridge including the pier, abutments, bridge deck, sidewalks and interior beams. The option would leave only the fascia beams, railings, and end pillars in place. To meet safety requirements, a second railing would be placed adjacent (i.e., inside) to the existing railing. As part of this option a second smaller bridge, located north of the existing bridge would be constructed. This new structure would serve to carry bicycles and pedestrians under Broadway as well as carry overflow floodwaters during a severe storm. Because of the great uncertainty that the important architectural features of the historic bridge would survive rehabilitation efforts due to their fragile condition, because the bridge is so structurally deficient that it cannot be rehabilitated to meet minimum acceptable requirements without affecting the historic integrity of the bridge, and because of the significantly higher costs, this alternative is determined to be not feasible and prudent.

MEASURES TO MINIMIZE HARM

The Broadway Bridge will be recorded before and during demolition so that there will be a permanent record of its present appearance and history. Recordation shall consist of Level II documentation as determined in consultation with the SHPO and according to the standards established in the Office of Archaeology Form #1595. All documentation will be accepted by the SHPO prior to the start of construction. Copies of the documentation will also be sent to a local archive designated by the SHPO.

In addition, no persons, groups or public entities are willing to find an alternative site and use for the bridge and maintain it as an historic bridge. The design of the new bridge, while not a replica, will copy the theme of the old bridge by being a work of civic monumentation as well. Certain architectural fixtures of the old bridge, such as the light fixtures and light pedestals, will be saved for possible use within the adjacent park, or other civic location.

COORDINATION

Agreement among the SHPO, ACHP, FHWA and the Certified Local Government, represented by the Boulder Landmarks Preservation Board, has been reached through the Section 106 process of the NHPA on measures to minimize harm and those measures are incorporated into the project. A memorandum of agreement was signed.

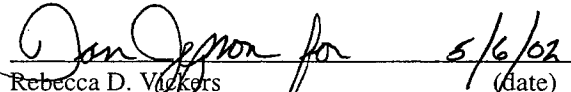
DETERMINATION:

Based upon an examination of project documentation, circumstances, studies, and consultations as summarized in the foregoing, it is determined that this project meets the criteria for use of the Programmatic Section 4(f) Evaluation and Approval for FHWA Projects that Necessitate the Use of Historic Bridges and that there are no feasible and prudent alternatives the use of the Broadway bridge, which is eligible for inclusion on the National Register of Historic Places.

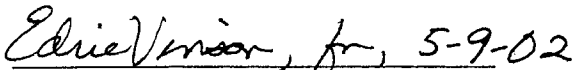
SUBMITTED BY:


Stan Elmqvist (date)
Region 4 Planning & Environmental Manager
Colorado Department of Transportation

CONCURRENCE BY:


Rebecca D. Vickers (date)
Environmental Program Manager
Colorado Department of Transportation

APPROVED BY:


William C. Jones (date)
Division Administrator, Colorado Division
Federal Highway Administration



Broadway Reconstruction Project

Potential Park Areas Affected

Planned Improvements

Present Facilities



20-Foot Construction Zone



Trees Removed or Replaced

90 0 90 Feet

10 0 10 20 30 40 Meters

Carter-Burgess



Canyon Blvd (SH7)

Bandshell

Central Park

New Sidewalk Alignment

Municipal Building

Improved Bus Stop

Improved Bus Stop

Existing Storm Sewer

New Storm Sewer

Boulder Creek

Buried Utility Trench

New Creek Path Alignment

New Bridge

1724 Broadway

Park Central Office Bldg.

New Britain Office Bldg.

Existing Storm Sewer

Broadway

Arapahoe Ave

New Storm Sewer

Streetcar tracks run buried underneath the center of Broadway. They are located, intermittently, between University and Walnut Sts., and Spruce and Pine Sts., including on the bridge.

COLORADO DEPARTMENT OF TRANSPORTATION

Nationwide Section 4(f) Programmatic Evaluation for Federally Aided Highway Projects that Affect a Public Park

PROJECT: Broadway Reconstruction

SUBACCOUNT: 11871

DATE: 4-19-02

PROJECT DESCRIPTION

The general project area includes about 1.1 km. (.7 mi.) of roadway located in the City of Boulder, Colorado. The project limits begin on Broadway (Colorado State Highway 93) at its intersection with University Ave. and continue to the north where it terminates at its intersection with Pine St. The land to be affected by construction of these transportation improvements is in Boulder County, within the City of Boulder.

The planned improvements include the reconstruction of Broadway with concrete pavement from University Ave. to Pine St., the reconstruction of the Broadway bridge at Boulder Creek, modification of the flood channel in the immediate area of the bridge, reconstruction of the multi-use path under Broadway, improvement of the existing bus stops and other streetscape elements and the addition of landscaping. This project continues the reconstruction of Broadway extending from Regent St. to University Ave. that was constructed by the city in the early 1990's.

This area is characterized by a variety of land uses that includes portions of the University of Colorado, apartments for student housing, and diverse commercial development including restaurants, retail shops and services. The historic bridge in the center of the project area is immediately contiguous to these uses and numerous public buildings, facilities and parks. Central Park is eligible to the National Register of Historic Places under Criterion A for its association with the development of the Boulder park system and for its role as a site for many cultural, social, and civic events in Boulder.

APPLICABILITY

The project documentation, circumstances, studies and consultations clearly demonstrate that all of the following criteria for using the Nationwide 4(f) have been addressed:

1. Project lies entirely on essentially the same alignment.

The bridge and roadway structures will not be widened anywhere along the corridor. The bridge span may be lengthened, but only within the confines of the current right of way. There are two locations in the parks where land is converted from park to transportation use. In Civic Center Park, the current bus stop will be replaced with an improved bus stop, 75 feet to the north of its current location. The improved bus stop will include benches, a shelter, bike racks and a large planted area. In Central Park, the bus stop currently located in front of the patio on the southeast corner of the bridge will be replaced with an improved bus stop on the north end of the bridge, 235 feet to the north. This new plaza will include benches, a shelter, and bike racks on a large paved area.

2. Section 4(f) lands are publicly owned.

All the park properties are owned by the City of Boulder and maintained by the city's Parks and Recreation Department.

3. The amount and location of the land to be used does not impair use of remaining 4(f) land.

Once construction is finished, the park will maintain its current full uses, and will include improvements to the Boulder Creek Path.

4. The amount of land used complies with the following table:

SIZE OF 4(f) SITE VS. 4(f) TAKING

TOTAL SIZE OF 4(f) SITE	MAXIMUM TO BE ACQUIRED
<4.05 ha (<10 acres)	10 percent of site
4.5-40.5 ha (10-100 acres)	.41 ha (1 acre)
>40.5 ha (>100 acres)	1 percent of site

Located on the east side of Broadway, Central Park will incur mostly temporary and some minor permanent changes. The bridge width will remain the same and not expand into the park. However, an approximately 20-foot zone around the bridge will be subject to temporary impacts during construction, including portions of the city-owned patio at 1724 Broadway on the east side of the road. This would require the removal of three trees and some shrubbery, located in the area between the current bike path and the connecting path that goes up to street grade. The bridge reconstruction will also require the removal of one of the five Locust street trees that line Broadway between the bridge and Canyon Blvd., the one closest to the bridge. The bus stop currently located in front of the patio on the southeast corner of the bridge will be relocated to the north end of the bridge, approximately 235 feet to the north. This new bus stop will include benches, a shelter, and bike racks on a paved area. Between Canyon Blvd. and the path that connects to the creek path, the sidewalk will remain in the same location as it is now, but will be narrowed to 10 feet to provide a larger tree lawn adjacent to the mature trees along Broadway. At the bus stop, the paving will cover the area between the sidewalk and the street edge and the bike racks will be on paving that extends eastward towards the park. Therefore, there will be a total of four trees removed from Central Park. The net amount of land converted from recreation to transportation use with these changes will be 1300 square feet, or .029 acre. This amount is approximately one per cent of the total area of Central Park's 3.209 acres.

The Civic Center area, located on the west side of Broadway and containing the Municipal Building, will also have temporary and permanent impacts. Again, there will be an approximately 20-foot zone around the bridge that will be subject to temporary construction impacts. This will require the removal or replacement of the shrubbery and five trees at the northwest corner of the current bridge. The sidewalk on the west side of Broadway will be moved from its current attached configuration along the street edge to the west side of the Locust street trees aligned along the edge of the park, 25 feet back from the street and closer to the Municipal Building. This sidewalk realignment would implement a detached sidewalk in this area (consistent with the Civic Center Master Plan proposals) and the location has been coordinated with the City of Boulder Forestry staff. None of the present trees will be affected, and new trees will be planted along the building side of the sidewalk. Benches may be placed along the sidewalk as well. The current bus stop will be replaced and improved with a new bus stop, 75 feet to the north of its current location. The bus stop will include benches, a shelter, bike racks and a large planted area. The net amount of land converted from recreation to transportation use with these changes will be 1980 square feet, or .045 acre. This amount is approximately seven-tenths of one per cent of the total area of 6.295 acre of the Civic Center.

The Boulder Creek Path is a major east-west transportation corridor for bicyclists and other non-motorized transportation modes. The path, including areas along the path and under the bridge, will have temporary and permanent impacts. Temporary impacts to the path will occur frequently during construction, and will probably include closure for short periods. The permanent impacts to the path will be improvements, overall. The longer replacement bridge will allow the north pier to move north, allowing the path to be widened. There will be a 4-foot shoulder adjacent to the bridge pier wall, a 10-foot multi-use path, and an 8-foot pedestrian shoulder, with a minimum

vertical clearance of 8 feet. The path will be straightened, where it now has curves as it approaches the bridge from the north and south. The current path on the west side of the bridge that connects to the sidewalk at road grade will be realigned to connect to the southwest corner of the new bus stop. The short path on the east side of the bridge that connects to the sidewalk at road grade will move north from its present location. The longer, less steep path that connects with the Broadway sidewalk (leading north to Canyon) will connect to the sidewalk farther north as well. There will be no permanent conversion of land used by the path from recreation use to transportation use.

In order to maintain telecommunications facilities and to accommodate utility relocations necessary to reconstruct the Broadway Bridge, a joint buried utility trench is proposed to cross Boulder Creek upstream of Broadway. The general location of this proposed trench is shown on the attached map. Approximately 6640 square feet, or .152 acre, will have temporary impacts during construction. These impacted areas will be restored in conjunction with the project, and there will be no permanent impacts. South of Arapahoe Ave., in the grassy area between the creek and Arapahoe Ave., a new storm drainage outfall that conveys run-off from Broadway into the creek will be constructed. The storm sewer will remain underground and there will be no permanent impacts, however approximately 2580 square feet, or .059 acre will have temporary impacts during construction and one tree will have to be transplanted. There will be no permanent conversion of land from recreation to transportation use in these areas.

In total, 0.74 acre of the 9.5-acre park will be converted from recreational to transportation use, less than one percent. There will be 1.077 acres of temporary impacts.

- EV
- 0.074
5. The officials having jurisdiction over 4(f) land have agreed in writing to the assessment of impacts and mitigation.

The project is under the aegis of the City of Boulder, and the city is also the owner of the park property impacted. A letter agreeing to the assessment of impacts and mitigation and signed by the City of Boulder Superintendent of Parks has been received, dated November 26, 2001.

6. Special federal funds (Dingell-Johnson, Pittman-Robertson, etc., were not used to purchase or improve the 4(f) land and the land is not encumbered with another federal interest.

The park is city owned and maintained, and no federal funds were used to purchase any of the land, according to the City Manager of Real Estate and the State of Colorado Parks Department. The federal agencies involved clearly do not object to the land conversion or transfer.

7. The project does not require preparation of an EIS.

The project will use a categorical exclusion.

ALTERNATIVES

The project plans, circumstances, studies, and consultations clearly demonstrate that the following two alternative have been fully considered:

1. Do Nothing

The do nothing alternative does not bring the bridge up to current transportation standards or eliminate the possibility the bridge could wash away in a flood.

2. Improvement Without Using the Adjacent Section 4(f) Lands

Replacing the bridge as is, without widening the channel, does not address the need to decrease the risk of flooding in the area surrounding the bridge.

MEASURES TO MINIMIZE HARM

There will be a significant commitment to mitigation on this project. All construction staging areas and impact zones will be restored. All grassy areas in the parks on both sides of the bridge will be restored and replaced, including the areas in front of the Municipal Building where the sidewalk alignment changes, and in Central Park between the mini-transit plaza and Canyon Blvd. Retaining walls, probably terraced, will be constructed along the north side of the path where it goes under the bridge, and planted. These changes, along with the wider and straighter path, will improve sight lines for oncoming traffic on the path; thereby reducing accidents and improving Parks and FAM maintenance access in the area. Because of the lengthening of the bridge and the widening of the path, drainage of the path will be greatly improved, although it may not be possible to keep it open during all flood events. Temporary closures of the path during construction will be kept to a minimum, and adequate detour signing will be provided. Barriers to prevent kayakers and tubers from crossing under the bridge during key construction stages will be provided as needed. Construction will avoid using Central Park as a staging area, if at all possible. The light pilasters removed from the bridge will be saved for possible display within the park. Coordination with the city's forestry department and Parks maintenance will occur for the removal, protection and replacement of trees, new planting plans, irrigation system modifications, and all other improvements within the park areas and along Broadway.

The officials with jurisdiction over the Section 4(f) land have agreed in writing with the assessment of impacts and with the mitigation measures to be provided. The permanent impacts from the improved bus stops with the bike parking will be minimal. A substantial overall improvement to the park will be made by the permanent impacts of Boulder Creek Path widening, providing better flood-carrying capacity, and enhanced streetscape and vegetation in the area. All temporary impacts will be restored. All possible measures to minimize harm to these recreational facilities have been implemented. A letter agreeing to the assessment of impacts and mitigation and signed by the City of Boulder Superintendent of Parks was received dated November 26, 2001.

DETERMINATION:

Based upon an examination of project documentation, circumstances, studies, and consultations as summarized in the foregoing, it is determined that this project meets the criteria for use of the Programmatic Section 4(f) Evaluation for Park Lands and that there are no feasible and prudent alternatives the use of the publicly owned park, recreation area, or wildlife or waterfowl refuge.



Broadway Reconstruction Project

Potential Park Areas Affected

Planned Improvements

Present Facilities



20-Foot Construction Zone



Trees Removed or Replaced

90 0 90 Feet

10 0 10 20 30 40 Meters

Carter-Burgess



Canyon Blvd (SH7)

Bandshell

Central Park

Improved
Bus Stop

New Sidewalk
Alignment

Municipal Building

Improved
Bus Stop

Existing
Storm Sewer

New Storm
Sewer

Boulder Creek

Buried Utility
Trench

Park Central
Office Bldg.

New Brittain
Office Bldg.

New Creek Path
Alignment

New Bridge

1724 Broadway

Broadway

Existing
Storm Sewer

Arapahoe Ave

New Storm Sewer

Streetcar tracks run buried underneath the center of Broadway. They are located, intermittently, between University and Walnut Sts., and Spruce and Pine Sts., including on the bridge.

COLORADO DEPARTMENT OF TRANSPORTATION

Nationwide Section 4(f) Programmatic Evaluation Checklist and Documentation Affect a Public Park

PROJECT: Broadway Reconstruction BR 0931-023

SUBACCOUNT: 11871

DATE:

	True/Yes	No
A. Applicability: The project documentation, circumstances, studies and consultations clearly demonstrate that all of the following criteria for using the Nationwide 4(f) have been addressed:		
1. Project lies entirely on essentially the same alignment. Documentation: The bridge and roadway structures will not be widened anywhere along the corridor. The bridge span may be lengthened, but only within the confines of the current right of way. There are two locations in the parks where land is converted from park to transportation use. In Civic Center Park, the current bus stop will be replaced with an improved bus stop, 75 feet to the north of its current location. The improved bus stop will include benches, a shelter, bike racks and a large planted area. In Central Park, the bus stop currently located in front of the patio on the southeast corner of the bridge will be replaced with an improved bus stop on the north end of the bridge, 235 feet to the north. This new plaza will include benches, a shelter, and bike racks on a large paved area.	True	
2. Section 4(f) lands are publicly owned. Documentation: All the park properties are owned by the City of Boulder and maintained by the city's Parks and Recreation Department.	True	
3. The amount and location of the land to be used does not impair use of remaining 4(f) land. Documentation: Once construction is finished, the park will maintain its current full uses, and will include improvements to the Boulder Creek Path.	True	

4. The amount of land used complies with the following table:		True
SIZE OF 4(f) SITE VS. 4(f) TAKING		
TOTAL SIZE OF 4(f) SITE	MAXIMUM TO BE ACQUIRED	
<4.05 ha (<10 acres)	10 percent of site	
4.5-40.5 ha (10-100 acres)	.41 ha (1 acre)	
>40.5 ha (>100 acres)	1 percent of site	
<p>Documentation: Located on the east side of Broadway, Central Park will incur mostly temporary and some minor permanent changes. The bridge width will remain the same and not expand into the park. However, an approximately 20-foot zone around the bridge will be subject to temporary impacts during construction, including portions of the city-owned patio at 1724 Broadway on the east side of the road. This would require the removal of three trees and some shrubbery, located in the area between the current bike path and the connecting path that goes up to street grade. The bridge reconstruction will also require the removal of one of the five Locust street trees that line Broadway between the bridge and Canyon Blvd., the one closest to the bridge. The bus stop currently located in front of the patio on the southeast corner of the bridge will be relocated to the north end of the bridge, approximately 235 feet to the north. This new bus stop will include benches, a shelter, and bike racks on a paved area. Between Canyon Blvd. and the path that connects to the creek path, the sidewalk will remain in the same location as it is now, but will be narrowed to 10 feet to provide a larger tree lawn adjacent to the mature trees along Broadway. At the bus stop, the paving will cover the area between the sidewalk and the street edge and the bike racks will be on paving that extends eastward towards the park. Therefore, there will be a total of four trees removed from Central Park. The net amount of land converted from recreation to transportation use with these changes will be 1300 square feet, or .029 acre. This amount is approximately one per cent of the total area of Central Park's 3.209 acres.</p> <p>The Civic Center area, located on the west side of Broadway and containing the Municipal Building, will also have temporary and permanent impacts. Again, there will be an approximately 20-foot zone around the bridge that will be subject to temporary construction impacts. This will require the removal or replacement of the shrubbery and five trees at the northwest corner of the current bridge. The sidewalk on the west side of Broadway will be moved from its current attached configuration along the street edge to the west side of the Locust street trees aligned along the edge of the park, 25 feet back from the street and closer to the Municipal Building. This sidewalk realignment would implement a detached sidewalk in this area (consistent with the Civic Center Master Plan proposals) and the location has been coordinated with the City of Boulder Forestry staff. None of the present trees will be affected, and new trees will be planted along the building side of the sidewalk. Benches may be placed along the sidewalk as well. The current bus stop will be replaced and improved with a new bus stop, 75 feet to the north of its current location. The bus stop will include benches, a shelter, bike racks and a large planted area. The net amount of land converted from recreation to transportation use with these changes will be 1980 square feet, or .045 acre. This amount is approximately seven-tenths of one per cent of the total area of 6.295 acre of the Civic Center.</p>		

<p>The Boulder Creek Path is a major east-west transportation corridor for bicyclists and other non-motorized transportation modes. The path, including areas along the path and under the bridge, will have temporary and permanent impacts. Temporary impacts to the path will occur frequently during construction, and will probably include closure for short periods. The permanent impacts to the path will be improvements, overall. The longer replacement bridge will allow the north pier to move north, allowing the path to be widened. There will be a 4-foot shoulder adjacent to the bridge pier wall, a 10-foot multi-use path, and an 8-foot pedestrian shoulder, with a minimum vertical clearance of 8 feet. The path will be straightened, where it now has curves as it approaches the bridge from the north and south. The current path on the west side of the bridge that connects to the sidewalk at road grade will be realigned to connect to the southwest corner of the new bus stop. The short path on the east side of the bridge that connects to the sidewalk at road grade will move north from its present location. The longer, less steep path that connects with the Broadway sidewalk (leading north to Canyon) will connect to the sidewalk farther north as well. There will be no permanent conversion of land used by the path from recreation use to transportation use.</p> <p>In order to maintain telecommunications facilities and to accommodate utility relocations necessary to reconstruct the Broadway Bridge, a joint buried utility trench is proposed to cross Boulder Creek upstream of Broadway. The general location of this proposed trench is shown on the attached map. Approximately 6640 square feet, or .152 acre, will have temporary impacts during construction. These impacted areas will be restored in conjunction with the project, and there will be no permanent impacts. South of Arapahoe Ave., in the grassy area between the creek and Arapahoe Ave., a new storm drainage outfall that conveys run-off from Broadway into the creek will be constructed. The storm sewer will remain underground and there will be no permanent impacts, however approximately 2580 square feet, or .059 acre will have temporary impacts during construction and one tree will have to be transplanted. There will be no permanent conversion of land from recreation to transportation use in these areas. <u>0.074</u></p> <p>In total, <u>0.74</u> acre of the 9.5-acre park will be converted from recreational to transportation use, less than one percent. There will be 1.077 acres of temporary impacts.</p>	True	
<p>5. The officials having jurisdiction over 4(f) land have agreed in writing to the assessment of impacts and mitigation.</p> <p>Documentation: The project is under the aegis of the City of Boulder, and the city is also the owner of the park property impacted. A letter agreeing to the assessment of impacts and mitigation and signed by the City of Boulder Superintendent of Parks has been received, dated November 26, 2001.</p>	True	
<p>6. Special federal funds (Dingell-Johnson, Pittman-Robertson, etc.) were not used to purchase or improve the 4(f) land and the land is not encumbered with another federal interest.</p> <p>Documentation: The park is city owned and maintained, and no federal funds were used to purchase any of the land, according to the City Manager of Real Estate and the State of Colorado Parks Department.</p> <p>If No is answered to the above question, the federal agencies involved clearly do not object to the land conversion or transfer.</p>	True	

<p>7. The project does not require preparation of an EIS.</p> <p>Documentation: The project will use a categorical exclusion.</p>	True	
<p>B. ALTERNATIVES:</p> <p>The project plans, circumstances, studies, and consultations clearly demonstrate that the following two alternative have been fully considered:</p>	True	
<p>1. Do Nothing</p> <p>Documentation: The do nothing alternative does not bring the bridge up to current transportation standards or eliminate the possibility the bridge could wash away in a flood.</p>	True	
<p>2. Improvement Without Using the Adjacent Section 4(f) lands</p> <p>Documentation: Replacing the bridge as is, without widening the channel, does not address the need to decrease the risk of flooding in the area surrounding the bridge.</p>	True	
<p>C. MEASURES TO MINIMIZE HARM:</p> <p>The project documentation and consultations clearly demonstrate that the project includes all possible planning to minimize harm.</p> <p>Documentation: There will be a significant commitment to mitigation on this project. All construction staging areas and impact zones will be restored. All grassy areas in the parks on both sides of the bridge will be restored and replaced, including the areas in front of the Municipal Building where the sidewalk alignment changes, and in Central Park between the mini-transit plaza and Canyon Blvd. Retaining walls, probably terraced, will be constructed along the north side of the path where it goes under the bridge, and planted. These changes, along with the wider and straighter path, will improve sight lines for oncoming traffic on the path; thereby reducing accidents and improving Parks and FAM maintenance access in the area. Because of the lengthening of the bridge and the widening of the path, drainage of the path will be greatly improved, although it may not be possible to keep it open during all flood events. Temporary closures of the path during construction will be kept to a minimum, and adequate detour signing will be provided. Barriers to prevent kayakers and tubers from crossing under the bridge during key construction stages will be provided as needed. Construction will avoid using Central Park as a staging area, if at all possible. The light pilasters removed from the bridge will be saved for possible display within the park. Coordination with the city's forestry department and Parks maintenance will occur for the removal, protection and replacement of trees, new planting plans, irrigation system modifications, and all other improvements within the park areas and along Broadway.</p>	True	

The officials with jurisdiction over the Section 4(f) land have agreed in writing with the assessment of impacts and with the mitigation measures to be provided.	True	
Documentation: The permanent impacts from the improved bus stops with the bike parking will be minimal. A substantial overall improvement to the park will be made by the permanent impacts of Boulder Creek Path widening, providing better flood-carrying capacity, and enhanced streetscape and vegetation in the area. All temporary impacts will be restored. All possible measures to minimize harm to these recreational facilities have been implemented. A letter agreeing to the assessment of impacts and mitigation and signed by the City of Boulder Superintendent of Parks was received dated November 26, 2001.		

DETERMINATION:

Based upon an examination of project documentation, circumstances, studies, and consultations as summarized in the foregoing, it is determined that this project meets the criteria for use of the Programmatic Section 4(f) Evaluation for Park Lands and that there are no feasible and prudent alternatives the use of the publicly owned park, recreation area, or wildlife or waterfowl refuge.

SUBMITTED BY:

CONCURRENCE BY:

Stan Elmqvist 4/29/02
Stan Elmqvist (date)
Region 4 Planning & Environmental Manager
Colorado Department of Transportation

Rebecca D. Vickers for 5/6/02
Rebecca D. Vickers (date)
Environmental Program Manager
Colorado Department of Transportation

APPROVED BY:

William C. Jones, 5-9-02
William C. Jones (date)
Division Administrator, Colorado Division
Federal Highway Administration

COLORADO DEPARTMENT OF TRANSPORTATION

Nationwide Section 4(f) Programmatic Evaluation for Federally-Aided Highway Projects with Minor Involvement with Historic/Prehistoric Sites (Boulder Streetcar Tracks)

PROJECT: Broadway Reconstruction

SUBACCOUNT: 11871

DATE: 4-19-02

PROJECT DESCRIPTION

The general project area includes about 1.1 km. (.7 mi.) of roadway located in the City of Boulder, Colorado. The project limits begin on Broadway (Colorado State Highway 93) at its intersection with University Ave. and continue to the north where it terminates at its intersection with Pine St. The land to be affected by construction of these transportation improvements is in Boulder County, within the City of Boulder.

The planned improvements include the reconstruction of Broadway with concrete pavement from University Ave. to Pine St., the reconstruction of the Broadway bridge at Boulder Creek, modification of the flood channel in the immediate area of the bridge, reconstruction of the multi-use path under Broadway, improvement of the existing bus stops and other streetscape elements and the addition of landscaping. This project continues the reconstruction of Broadway extending from Regent St. to University Ave. that was constructed by the city in the early 1990's.

This area is characterized by a variety of land uses that includes portions of the University of Colorado, apartments for student housing, and diverse commercial development including restaurants, retail shops and services. The historic bridge in the center of the project area is immediately contiguous to these uses and numerous public buildings, facilities and parks.

The Boulder streetcar tracks are eligible to the National Register of Historic Places under Criterion A for their role in the early transportation development in Boulder County, where they provided efficient, economical transportation from 1899 until 1931. As the main mode of transportation shifted to the automobile, the tracks have been covered with asphalt and concrete. In some areas of the streetcar system, the tracks have been torn up due to various street improvement projects throughout the years. However, there are many segments of the system that are still intact, embedded in the substructure of the street and covered by pavement.

APPLICABILITY

The project documentation, circumstances, studies and consultations clearly demonstrate that all of the following criteria for using the Nationwide 4(f) have been addressed:

1. Project lies on essentially the same alignment.

The bridge and roadway structures will not be widened anywhere along the corridor. The bridge span may be lengthened, but only within the confines of the current right of way. However, the Boulder Streetcar tracks located under the pavement of Broadway will be removed as the street is reconstructed.

2. Historic/Prehistoric site involved is located adjacent to the existing highway.

The Boulder Streetcar tracks are located under the pavement of many of Boulder's streets, within the street right-of-way. The portion of tracks that lie beneath Broadway will be removed as the street is reconstructed.

3. Project does not require removal or alteration of historic buildings, structures or objects on the historic site.

The project requires the removal of the portion of the remaining streetcar tracks that lie underneath Broadway. However, there are many segments of the system that are still intact, embedded in the substructure of the streets of Boulder and covered by pavement. This particular segment, University Ave. to Pine St., constitutes about 11% of the former streetcar system. Other segments of the streetcar system that have seen fewer disturbances, such as the portions on College Ave. and 9th St., will be left in place.

4. Project does not disturb or remove archaeological resources that should be preserved in place.

There are no archaeological resources on the site, and the project has received archaeological clearance, according to correspondence dated June 6, 2001.

5. Impacts to the 4(f) resource are minor: either No Effect or No Adverse Effect.

The project requires the removal of the portion of the remaining streetcar tracks that lie underneath Broadway. However, there are many segments of the system that are still intact, embedded in the substructure of other streets in Boulder. This particular segment, University Ave. to Pine St., constitutes about 11% of the former streetcar system. Portions of this segment have already been altered and taken out from construction projects near the Pearl St. Mall and Canyon Blvd. Other segments of the streetcar system that have seen fewer disturbances, such as the portions on College Ave. and 9th St., will be left in place. Because those other segments are more intact and this project area has already seen some removal of the tracks, the removal of the tracks in this segment would constitute a No Adverse Effect.

6. Project does not require preparation of an EIS.

The project will require only a categorical exclusion.

ALTERNATIVES

1. Do Nothing

The Do Nothing Alternative is not feasible and prudent because it does not correct existing safety hazards or existing deteriorated conditions and maintenance problems, nor does it eliminate the possibility the bridge could wash away in a flood.

2. Improve highway without using the adjacent historic site.

It is not feasible and prudent to avoid Section 4(f) land because implementing such measures would result in the project not meeting identified transportation needs and the impacts, cost, or problems would be great and unusual when compared with the proposed use of the Section 4(f) lands.

3. Build on a new location without using the historic site.

It is not feasible and prudent to avoid Section 4(f) land by construction on a new alignment because the new location would result in substantial adverse social, economic and environmental impacts. A new alignment would seriously disrupt the established travel patterns on Broadway, cause substantial damage to wetlands and vegetation within the parks on either side of Broadway, and displacement of substantial numbers of businesses and city facilities.

MEASURES TO MINIMIZE HARM

Because the project has been determined to have a No Adverse Effect on the Boulder Streetcar Tracks no level 2 recordation is required. However, some of the tracks may be saved for display elsewhere within the city. One consideration might be to display the tracks in an interpretive educational display within Central Park, near the other historic railroad resources.

COORDINATION

Agreement among the SHPO, ACHP, FHWA and the Certified Local Government, represented by the Boulder Landmarks Preservation Board, has been reached through the Section 106 process of the NHPA on measures to minimize harm and those measures are incorporated into the project. The SHPO agreed in the concurrence letter dated January 23, 2002. A memorandum of agreement was signed. The proposed measures to minimize harm are also fully documented in the concurrence letter signed by Doug Hawthorne, Boulder City Parks Superintendent, dated November 26, 2001. There are no Federal interests on any of the historic sites, so there are no appropriate agencies to be contacted for their comments on the proposed action.

DETERMINATION:

Based upon an examination of project documentation, circumstances, studies, and consultations as summarized in the foregoing, it is determined that this project meets the criteria for use of the Programmatic Section 4(f) Evaluation for Historic/Prehistoric Sites and that there are no feasible and prudent alternatives to the use of the historic sites.



Broadway Reconstruction Project

Potential Park Areas Affected

Planned Improvements

Present Facilities



20-Foot Construction Zone



Trees Removed or Replaced

90 0 90 Feet

10 0 10 20 30 40 Meters

Carter-Burgess



Canyon Blvd (SH7)

Bandshell

Central Park

New Sidewalk
Alignment

Municipal Building

Improved
Bus Stop

Improved
Bus Stop

Existing
Storm Sewer

New Storm
Sewer

Boulder Creek

Buried Utility
Trench

New Creek Path
Alignment

New Bridge

1724 Broadway

New Britain
Office Bldg.

Park Central
Office Bldg.

Broadway

Existing
Storm Sewer

Arapahoe Ave

New Storm Sewer

Streetcar tracks run buried underneath the center of Broadway. They are located, intermittently, between University and Walnut Sts., and Spruce and Pine Sts., including on the bridge.

COLORADO DEPARTMENT OF TRANSPORTATION

Nationwide Section 4(f) Programmatic Evaluation Checklist Historic/Prehistoric Sites (Boulder Streetcar Tracks)

PROJECT: Broadway Reconstruction BR 0931-023

SUBACCOUNT: 11871

DATE:

	True/Yes	No
A. Does the evaluation document address all criteria for using the Nationwide 4(f)?	True	
<p>1. Project lies on essentially the same alignment.</p> <p>Documentation: The bridge and roadway structures will not be widened anywhere along the corridor. The bridge span may be lengthened, but only within the confines of the current right of way. However, the Boulder Streetcar tracks located under the pavement of Broadway will be removed as the street is reconstructed.</p>	True	
<p>2. Historic/Prehistoric site involved is located adjacent to the existing highway.</p> <p>Documentation: The Boulder Streetcar tracks are located under the pavement of many of Boulder's streets, within the street right-of-way. The portion of tracks that lie beneath Broadway will be removed as the street is reconstructed.</p>	True	
<p>3. Project does not require removal or alteration of historic buildings, structures or objects on the historic site.</p> <p>Documentation: The project requires the removal of the portion of the remaining streetcar tracks that lie underneath Broadway. However, there are many segments of the system that are still intact, embedded in the substructure of the streets of Boulder and covered by pavement. This particular segment, University Ave. to Pine St., constitutes about 11% of the former streetcar system. Other segments of the streetcar system that have seen fewer disturbances, such as the portions on College Ave. and 9th St., will be left in place.</p>	True	
<p>4. Project does not disturb or remove archaeological resources that should be preserved in place.</p> <p>Documentation: There are no archaeological resources on the site, and the project has received archaeological clearance, according to correspondence dated June 6, 2001.</p>	True	

<p>5. Impacts to the 4(f) resource are minor: either No Effect or No Adverse Effect.</p> <p>Documentation: The project requires the removal of the portion of the remaining streetcar tracks that lie underneath Broadway. However, there are many segments of the system that are still intact, embedded in the substructure of other streets in Boulder. This particular segment, University Ave. to Pine St., constitutes about 11% of the former streetcar system. Portions of this segment have already been altered and taken out from construction projects near the Pearl St. Mall and Canyon. Blvd. Other segments of the streetcar system that have seen fewer disturbances, such as the portions on College Ave. and 9th St., will be left in place. Because those other segments are more intact and this project area has already seen some removal of the tracks, the removal of the tracks in this segment would constitute a No Adverse Effect.</p>	True	
<p>6. Project does not require preparation of an EIS.</p> <p>Documentation: The project will require only a categorical exclusion.</p>	True	
<p>B. Does the document clearly demonstrate that the three avoidance alternatives have been fully considered?</p>		
<p>1. Do Nothing</p> <p>Documentation: The Do Nothing Alternative is not feasible and prudent because it does not correct existing safety hazards or existing deteriorated conditions and maintenance problems, nor does it eliminate the possibility the bridge could wash away in a flood.</p>	True	
<p>2. Improve highway without using the adjacent historic site.</p> <p>Documentation: It is not feasible and prudent to avoid Section 4(f) land because implementing such measures would result in the project not meeting identified transportation needs and the impacts, cost, or problems would be great and unusual when compared with the proposed use of the Section 4(f) lands.</p>	True	
<p>3. Build on a new location without using the historic site.</p> <p>Documentation: It is not feasible and prudent to avoid Section 4(f) land by construction on a new alignment because the new location would result in substantial adverse social, economic and environmental impacts. A new alignment would seriously disrupt the established travel patterns on Broadway, cause substantial damage to wetlands and vegetation within the parks on either side of Broadway, and displacement of substantial numbers of businesses and city facilities.</p>	True	
<p>C. Does the document support a determination that the proposed action includes all possible planning to minimize harm?</p> <p>Documentation: Because the project has been determined to have a No Adverse Effect on the Boulder Streetcar Tracks no level 2 recordation is required. However, some of the tracks may be saved for display elsewhere within the city.</p>	True	


D. Does the document clearly explain the proposed measures to minimize harm? Documentation: Because the project has been determined to have a No Adverse Effect on the Boulder Streetcar Tracks no level 2 recordation is required. However, some of the tracks may be saved for display elsewhere within the city. One consideration might be to display the tracks in an interpretive educational display within Central Park, near the other historic railroad resources.	True	
E. Have all agencies (CDOT, FHWA, and SHPO) agreed to the measures to minimize harm in accordance with 36 CFR Part 800? Documentation: The SHPO agreed to the No Adverse Effect determination in their concurrence letter dated January 23, 2002.	True	
F. If the historic site is encumbered with Federal interests, have the appropriate agencies been contacted for their comments on the proposed action? Documentation: There are no Federal interests on any of the historic sites.	True	
G. Does the document conclude with the statement that there are no feasible and prudent alternatives to the use of land from the historic sites? Documentation: There are no feasible and prudent alternatives to the use of the land from the historic sites.	True	


DETERMINATION:

Based upon an examination of project documentation, circumstances, studies, and consultations as summarized in the foregoing, it is determined that this project meets the criteria for use of the Programmatic Section 4(f) Evaluation for Historic/Prehistoric Sites and that there are no feasible and prudent alternatives the use of the land from the historic site.

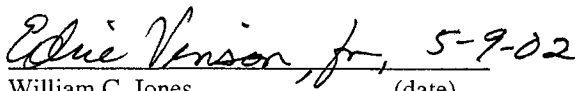
SUBMITTED BY:

CONCURRENCE BY:


Stan Elmqvist (date)
Region 4 Planning & Environmental Manager
Colorado Department of Transportation


Rebecca D. Vickers (date)
Environmental Program Manager
Colorado Department of Transportation

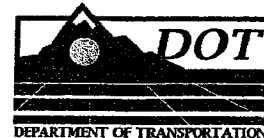
APPROVED BY:


William C. Jones (date)
Division Administrator, Colorado Division
Federal Highway Administration

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Environmental Programs, Project Development Branch
4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9259



May 15, 2002

Ms. Georgianna Contiguglia
State Historic Preservation Officer
Colorado Historical Society
1300 Broadway
Denver, CO 80203

SUBJECT: Broadway Reconstruction Project 070363.400.4.0212, Level II Documentation of the Broadway Bridge (5BL6062)

Dear Ms. Contiguglia:

Enclosed for your review is the Level II Documentation prepared for the Broadway Bridge (5BL6062) in the City of Boulder, including archival photographs and negatives. These materials were prepared to fulfill stipulations of the Memorandum of Agreement (MOA) between SHPO and the Federal Highway Administration for this project, which was fully executed in April 2002. We are also forwarding copies of these materials to the Carnegie Library in Boulder.

A response from your office accepting these materials is necessary to confirm that we have fulfilled the stipulations of the MOA. Please contact CDOT Staff Historian Lisa Schoch at (303)512-4258 with any questions about the project in general or the MOA specifically. Thank you for your time and consideration.

Very truly yours,

for Rebecca D. Vickers
Environmental Programs Manager

cc: Jeff Manuel, Region IV
File/CF/RF